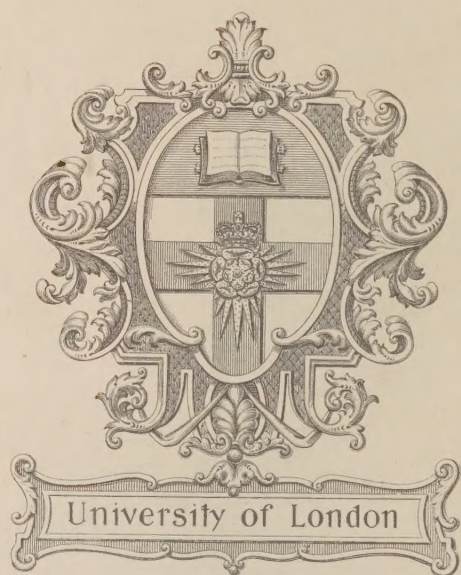
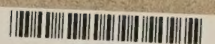






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ARMY (MANUFACTURING DEPARTMENTS,
WOOLWICH AND ENFIELD).

RETURN to an Address of the Honourable The House of Commons,
dated 12 May 1864;—for,

“RETURN of the COMPARATIVE PRICES of such ARTICLES made during the
last Five Years in the MANUFACTURING DEPARTMENTS of *Woolwich* and
Enfield, as can be compared with the Prices Charged by CONTRACTORS for
the same ARTICLES.”

War Office, }
16 June 1864. }

HARTINGTON.

(*Mr. Monsell.*)

Ordered, by The House of Commons, to be Printed,
20 June 1864.

ROYAL CARRIAGE DEPARTMENT.

RETURN showing the Comparative Prices of such Articles made in the Royal Carriage Department during the last Five Years, as can be compared with the Prices Charged by Contractors for the same Articles during that time.

NATURE OF ARTICLE.	Date of Manufacture by Royal Carriage Department.	Cost of Manufacture by Royal Carriage Department, Exclusive of any Charge for Depreciation of Buildings and Plant, or for Interest on Capital.	Date of Supply by Contractor.	Price of Articles by Contract.	Cost of Examining, Painting, and Completing Articles Received from Contract.	TOTAL Cost of Articles Received from Contract.
		£. s. d.		£. s. d.	£. s. d.	£. s. d.
Staves, Spunge 12 feet - - - each	1859	- 2 3	1859	- 3 7	- - - $\frac{1}{4}$	- 3 7 $\frac{1}{4}$
" " 11 " - - - "	"	- 2 1	"	- 3 6	- - - $\frac{1}{4}$	- 3 6 $\frac{1}{4}$
" " 10 " - - - "	"	- 1 11	"	- 3 4	- - - $\frac{1}{4}$	- 3 4 $\frac{1}{4}$
Trucks, Hollow Soled - - - "	"	1 4 8	"	1 11 -	- 9 2	2 - 2
Handspikes, 6 feet - - - "	1860	- 2 9	1860	- 2 7	- - - $\frac{1}{4}$	- 2 7 $\frac{1}{4}$
Staves, Spunge, 12 feet - - - "	"	- 2 3	"	- 3 5	- - - $\frac{1}{4}$	- 3 5 $\frac{1}{4}$
" " 11 " - - - "	"	- 2 1	"	- 3 5	- - - $\frac{1}{4}$	- 3 5 $\frac{1}{4}$
" " 10 " - - - "	"	- 1 11	"	- 2 9	- - - $\frac{1}{4}$	- 2 9 $\frac{1}{4}$
Barrou's Powder { Double	"	8 6 9	"	10 - -	- 5 6	10 5 6
Single - - - "	"	3 18 -	"	5 - -	- 2 3 $\frac{1}{2}$	5 2 3 $\frac{1}{2}$
Racers, Raised - - - "	"	5 2 4	"	6 10 6	- 8 10	6 19 4
Jacks, Lifting, N.P. - - - "	"	4 6 -	"	5 8 -	- 1 2	5 9 2
Handspikes, 6 feet - - - "	1861	- 2 9	1861	- 2 5	- - - $\frac{1}{4}$	- 2 5 $\frac{1}{4}$
Staves, Spunge, 12 feet - - - "	"	- 2 3	"	- 3 6	- - - $\frac{1}{4}$	- 3 6 $\frac{1}{4}$
" " 11 " - - - "	"	- 2 1	"	- 3 1	- - - $\frac{1}{4}$	- 3 1 $\frac{1}{4}$
" " 10 " - - - "	"	- 1 11	"	- 2 10	- - - $\frac{1}{4}$	- 2 10 $\frac{1}{4}$
Screws, Elevating, 32 Por. - - - "	"	2 16 -	"	2 15 -	- 1 4	2 16 4
" " S.S. 40 " - - - "	"	1 7 7	"	1 16 6	- 1 1	1 17 7
*Boxes, Shot, or Shell: *						
No. 2 or 100 Por. - - - "	"	- 2 2	"	- 2 6 $\frac{3}{4}$	- - - $\frac{1}{4}$	- 2 7
No. 4 or 40 " - - - "	"	- 1 - $\frac{3}{4}$	"	- 1 6 $\frac{3}{4}$	- - - $\frac{1}{4}$	- 1 7
Saddles, Pack { 1st Contractor - - - "	"	3 13 9	"	4 - -	- 1 1	4 1 1
2d " - - - "	"		"	3 18 6	- 1 1	3 19 7
3d " - - - "	"		"	3 13 6	- 1 1	3 14 7
Cacolets, Pairs - - - "	"	3 10 -	"	4 4 6	- 6 4	4 10 10
Litters - " - - - "	"	6 1 -	"	8 15 6	- 14 6	9 10 -
Shoes, Drag - - - "	"	- 11 6	"	- 12 -	- 6	- 12 6
Wagons, General Service - - - "	"	43 2 6	"	35 - -	10 17 4	45 17 4
" Ambulance - - - "	"	60 9 9	"	64 5 -	8 17 -	73 2 -
Carts, Multese - - - "	"	13 1 -	"	13 10 -	2 3 10	15 13 10
Handspikes, 6 feet - - - "	1862	- 2 9	1862	- 2 2	- - - $\frac{1}{4}$	- 2 2 $\frac{1}{4}$
" 7 " - - - "	"	- 3 3	"	- 2 6	- - - $\frac{1}{4}$	- 2 6 $\frac{1}{4}$
Staves, Spunge, 6 feet - - - "	"	- 2 3	"	- 2 11	- - - $\frac{1}{4}$	- 2 11 $\frac{1}{4}$
Handspikes, 6 feet - - - "	1863	- 2 9	1863	- 2 4	- - - $\frac{1}{4}$	- 2 4 $\frac{1}{4}$
" 7 " - - - "	"	- 3 3	"	- 3 3	- - - $\frac{1}{4}$	- 3 3 $\frac{1}{4}$
Staves, Spunge, 12 feet - - - "	"	- 2 3	"	- 2 11	- - - $\frac{1}{4}$	- 2 11 $\frac{1}{4}$
*Boxes, Shot, or Shell, as supplied by the Elswick Ordnance Company:						
No. 2 or 100 Por. - - - each	- -	- - -	- -	- 2 9 $\frac{1}{2}$	- - - $\frac{1}{4}$	- 2 9 $\frac{3}{4}$
No. 4 or 40 Por. - - - "	- -	- - -	- -	- 1 8	- - - $\frac{1}{4}$	- 1 8 $\frac{1}{4}$

REMARKS.—It has been found cheaper to procure common handspikes by contract, being cut from timber on the spot by the manufacturer, instead of the timber being sent there for conversion; they are therefore chiefly procured by contract.

Royal Carriage Office,
9 June 1864.

H. Clerk, Superintendent Royal Carriage Department.

ROYAL GUN FACTORIES.

RETURN of the GUNS Manufactured in the ROYAL GUN FACTORIES during the last Five Years; also, showing the Comparative Cost of the same as supplied by Contract.

NATURE of ARTICLES.	Date of Manufacture in Royal Gun Factories.	Cost per Gun, exclusive of any Charge for Depreciation of Buildings and Plant, or for Interest on Capital.	Date of Supply by Contractor.	Price.	REMARKS.
Armstrong Guns:		£. s. d.	No. Order.	£. s. d.	
110-Pounder - -	1859-61 *	81 547 - -	{ 100 Heavy { Oct. 1859 1 Sept. " 50 Dec. 1860	700 - -	In 1859-61: 70 40-pounders were delivered at 350 l. per gun; 151 40-pounders at 328 l.; and 100 40-pounders at 285 l. per gun.
20 " - -		116 171 - -	1 S.S. April "	230 - -	
12 " - -		364 81 - -	90 Mar. 1859	170 - -	
6 " - -		46 82 - -			
110 " - -	1861-62	495 354 17 1	{ 21 Heavy { April 1861 37 May " 50 August "	700 - -	In 1861-62: 200 40-pounders were delivered at 285 l. per gun; and 50 40-pounders at 249 l. per gun.
20 " - -		201 106 - -		588 5 -	
12 " - -		254 71 6 8			
9 " - -		66 56 5 3			
300 " - -	1862-63	4 1,244 13 -	10 - April 1862 (1 Rifled.)	1,600 - -	In 1858-59: 30 20-pounders were delivered at 220 l. per gun.
110 " - -		121 314 19 8			
110 " Light -		79 437 14 -			The Elswick prices include two vent-pieces per gun; and the 170 l. for the 12-pounder gun, includes sights.
40 " G. Pattern		243 178 10 10	{ 1 G. { May 1862 4 Oct. " 10 Nov. "	284 18 4	
40 " Wedge -		12 195 8 9		249 - -	
20 " - -		2 193 4 7			
12 " - -		3 66 5 1			
9 " - -		128 54 1 8			
6 " - -		48 29 15 6			
40 " - -		† 9 178 10 10			
20 " - -		† 20 103 4 7			
12 " - -		† 4 66 5 1			
9 " - -		† 49 54 1 7			
6 " - -		† 3 29 15 6			
	1863-64				

* 101 of these guns were made in 1859-60, but as no balance-sheet was made out for that year, the two years' manufacture are charged together.

† The balance-sheet for 1863-64 not being yet completed, the guns are priced at the previous year's cost.

Royal Gun Factory, }
30 May 1864. }

F. A. Campbell, Colonel, R. A.,
Superintendent.

ROYAL CARRIAGE DEPARTMENT.

RETURN showing the Comparative Prices of such Articles made in the Royal Carriage Department during the last Five Years, as can be compared with the Prices Charged by Contractors for the same Articles during that time.

NATURE OF ARTICLE.	Date of Manufacture by Royal Carriage Department.	Cost of Manufacture by Royal Carriage Department, Exclusive of any Charge for Depreciation of Buildings and Plant, or for Interest on Capital.	Date of Supply by Contractor.	Price of Articles by Contract.	Cost of Examining, Painting, and Completing Articles Received from Contract.	TOTAL Cost of Articles Received from Contract.
		£. s. d.		£. s. d.	£. s. d.	£. s. d.
Staves, Spunge 12 feet - - - each	1859	- 2 3	1859	- 3 7	- - - $\frac{1}{4}$	- 3 7 $\frac{1}{4}$
" " 11 " - - - "	"	- 2 1	"	- 3 6	- - - $\frac{1}{4}$	- 3 6 $\frac{1}{4}$
" " 10 " - - - "	"	- 1 11	"	- 3 4	- - - $\frac{1}{4}$	- 3 4 $\frac{1}{4}$
Trucks, Hollow Soled - - - "	"	1 4 8	"	1 11 -	- 9 2	2 - 2
Handspikes, 6 feet - - - "	1860	- 2 9	1860	- 2 7	- - - $\frac{1}{4}$	- 2 7 $\frac{1}{4}$
Staves, Spunge, 12 feet - - - "	"	- 2 3	"	- 3 5	- - - $\frac{1}{4}$	- 3 5 $\frac{1}{4}$
" " 11 " - - - "	"	- 2 1	"	- 3 5	- - - $\frac{1}{4}$	- 3 5 $\frac{1}{4}$
" " 10 " - - - "	"	- 1 11	"	- 2 9	- - - $\frac{1}{4}$	- 2 9 $\frac{1}{4}$
Barrou's Powder { Double	"	8 6 9	"	10 - -	- 5 6	10 5 6
Single - - - "	"	3 18 -	"	5 - -	- 2 3 $\frac{1}{2}$	5 2 3 $\frac{1}{2}$
Racers, Raised - - - "	"	5 2 4	"	6 10 6	- 8 10	6 19 4
Jacks, Lifting, N.P. - - - "	"	4 6 -	"	5 8 -	- 1 2	5 9 2
Handspikes, 6 feet - - - "	1861	- 2 9	1861	- 2 5	- - - $\frac{1}{4}$	- 2 5 $\frac{1}{4}$
Staves, Spunge, 12 feet - - - "	"	- 2 3	"	- 3 6	- - - $\frac{1}{4}$	- 3 6 $\frac{1}{4}$
" " 11 " - - - "	"	- 2 1	"	- 3 1	- - - $\frac{1}{4}$	- 3 1 $\frac{1}{4}$
" " 10 " - - - "	"	- 1 11	"	- 2 10	- - - $\frac{1}{4}$	- 2 10 $\frac{1}{4}$
Screws, Elevating, 32 Por. - - - "	"	2 16 -	"	2 15 -	- 1 4	2 16 4
" " S.S. 40 " - - - "	"	1 7 7	"	1 16 6	- 1 1	1 17 7
*Boxes, Shot, or Shell: *						
No. 2 or 100 Por. - - - "	"	- 2 2	"	- 2 6 $\frac{3}{4}$	- - - $\frac{1}{4}$	- 2 7
No. 4 or 40 " - - - "	"	- 1 - $\frac{3}{4}$	"	- 1 6 $\frac{3}{4}$	- - - $\frac{1}{4}$	- 1 7
Saddles, Pack { 1st Contractor - - - "	"	3 13 9 {	"	4 - -	- 1 1	4 1 1
2d " - - - "	"		"	3 18 6	- 1 1	3 19 7
3d " - - - "	"		"	3 13 6	- 1 1	3 14 7
Cacolets, Pairs - - - "	"	3 10 -	"	4 4 6	- 6 4	4 10 10
Litters - " - - - "	"	6 1 -	"	8 15 6	- 14 6	9 10 -
Shoes, Drag - - - "	"	- 11 6	"	- 12 -	- 6	- 12 6
Wagons, General Service - - - "	"	43 2 6	"	35 - -	10 17 4	45 17 4
" Ambulance - - - "	"	60 9 9	"	64 5 -	8 17 -	73 2 -
Carts, Maltese - - - "	"	13 1 -	"	13 10 -	2 3 10	15 13 10
Handspikes, 6 feet - - - "	1862	- 2 9	1862	- 2 2	- - - $\frac{1}{4}$	- 2 2 $\frac{1}{4}$
" 7 " - - - "	"	- 3 3	"	- 2 6	- - - $\frac{1}{4}$	- 2 6 $\frac{1}{4}$
Staves, Spunge, 6 feet - - - "	"	- 2 3	"	- 2 11	- - - $\frac{1}{4}$	- 2 11 $\frac{1}{4}$
Handspikes, 6 feet - - - "	1863	- 2 9	1863	- 2 4	- - - $\frac{1}{4}$	- 2 4 $\frac{1}{4}$
" 7 " - - - "	"	- 3 3	"	- 3 3	- - - $\frac{1}{4}$	- 3 3 $\frac{1}{4}$
Staves, Spunge, 12 feet - - - "	"	- 2 3	"	- 2 11	- - - $\frac{1}{4}$	- 2 11 $\frac{1}{4}$
*Boxes, Shot, or Shell, as supplied by the Elswick Ordnance Company:						
No. 2 or 100 Por. - - - each	- -	- - -	- -	- 2 9 $\frac{1}{2}$	- - - $\frac{1}{4}$	- 2 9 $\frac{1}{2}$
No. 4 or 40 Por. - - - "	- -	- - -	- -	- 1 8	- - - $\frac{1}{4}$	- 1 8 $\frac{1}{4}$

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9 June 1864.

H. Clerk, Superintendent Royal Carriage Department.

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110-Pounder - -	1859-61 *	81 547 - -	{ 100 } Heavy { Oct. 1859 } 1 { Sept. " } 50 { Dec. 1860 }	700 - -	In 1859-61 : 70 40-pounders were delivered at 350 l. per gun ; 151 40-pounders at 328 l. ; and 100 40-pounders at 285 l. per gun.
20 " - -		116 171 - -	1 S.S. April "	230 - -	
12 " - -		364 81 - -	90 Mar. 1859	170 - -	
6 " - -		46 82 - -			
110 " - -	1861-62	495 354 17 1	{ 21 } Heavy { April 1861 } 37 { May " } 50 { August " }	700 - - 588 5 -	In 1861-62 : 200 40-pounders were delivered at 285 l. per gun ; and 50 40-pounders at 249 l. per gun.
20 " - -		201 106 - -			
12 " - -		254 71 6 8			
9 " - -		66 56 5 3			
300 " - -	1862-63	4 1,244 13 -	10 - April 1862 (1 Rifled.)	1,600 - -	In 1858-59 : 30 20-pounders were delivered at 220 l. per gun.
110 " - -		121 314 19 8			
110 " Light -		79 437 14 -			The Elswick prices include two vent-pieces per gun ; and the 170 l. for the 12-pounder gun, includes sights.
40 " G. Pattern		243 178 10 10	{ 1 } G. { May 1862 } 4 { Oct. " } 10 { Nov. " }	284 18 4 249 - -	
40 " Wedge -		12 195 8 9			
20 " - -		2 193 4 7			
12 " - -		3 66 5 1			
9 " - -		128 54 1 8			
6 " - -		48 29 15 6			
40 " - -		† 9 178 10 10			
20 " - -		† 20 103 4 7			
12 " - -	1863-64	† 4 66 5 1			
9 " - -		† 49 54 1 7			
6 " - -		† 3 29 15 6			

* 101 of these guns were made in 1859-60, but as no balance-sheet was made out for that year, the two years' manufacture are charged together.

† The balance-sheet for 1863-64 not being yet completed, the guns are priced at the previous year's cost.

Royal Gun Factory, }
30 May 1864. }

F. A. Campbell, Colonel, R. A.,
Superintendent.

ROYAL LABORATORY

STATEMENT showing the Quantities of the following Articles produced in the ROYAL LABORATORY, *Woolwich*, with Interest on Capital), together with the

DESCRIPTION OF ARTICLES.	1858-59.			1859-60.			1860-61.		
	Number Produced.	Weight.	Cost.	Number Produced.	Weight.	Cost.	Number Produced.	Weight.	Cost.
		<i>Tons.</i>	<i>£. s. d.</i>		<i>Tons.</i>	<i>£. s. d.</i>		<i>Tons.</i>	<i>£. s. d.</i>
Caps, Percussion, "unpacked.	68,000,000	-	8,783 7 8	73,662,450	-	8,850 - 2	112,800,000	-	14,018 11 4
Cases, metal (unpainted), without rope-handles.	-	-	-	5,374	-	24,226 4 10	10,321	-	35,444 17 7
Fuzes, Armstrong:									
Concussion - - -	-	-	-	-	-	-	-	-	-
Pillar - - -	-	-	-	-	-	-	-	-	-
Time, O. P. - - -	-	-	-	-	-	-	-	-	-
Ditto, N. P. - - -	-	-	-	-	-	-	-	-	-
Shells:									
Common, as received from the foundry.	95,633	824	4,562 18 -	240,868	2,737	15,350 - 2	194,424	1,856	13,069 6 8
Naval, as received from the foundry.	30,798	564	3,123 3 -	234,849	4,780	26,807 16 8	86,797	1,234	8,689 8 4
Diaphragm, as received from the foundry.	73,341	397	2,198 7 9	215,070	1,171	6,567 7 2	270,276	2,249	15,836 14 2
Shot, solid - - -	779,508	8,018	44,399 13 6	447,352	7,179	40,262 4 6	182,169	2,723	19,174 9 2
Shells, Armstrong:									
Segment { 100-pr. -	-	-	-	-	-	-	-	-	-
{ 40 " -	-	-	-	-	-	-	-	-	-
{ 20 " -	-	-	-	-	-	-	-	-	-
{ 12 " -	-	-	-	-	-	-	-	-	-
{ 9 " -	-	-	-	-	-	-	-	-	-
{ 6 " -	-	-	-	-	-	-	-	-	-
Common { 100-pr. -	-	-	-	-	-	-	-	-	-
{ 40 " -	-	-	-	-	-	-	-	-	-
{ 20 " -	-	-	-	-	-	-	-	-	-
Shot, Armstrong:									
Hollow - - -	-	-	-	-	-	-	-	-	-
{ 200-pr. -	-	-	-	-	-	-	-	-	-
{ 175 " -	-	-	-	-	-	-	-	-	-
{ 150 " -	-	-	-	-	-	-	-	-	-
{ 100 " -	-	-	-	-	-	-	-	-	-
{ 70 " -	-	-	-	-	-	-	-	-	-
{ 40 " -	-	-	-	-	-	-	-	-	-
{ 20 " -	-	-	-	-	-	-	-	-	-
{ 12 " -	-	-	-	-	-	-	2,140	-	91 7 11
{ 9 " -	-	-	-	-	-	-	-	-	-
{ 6 " -	-	-	-	-	-	-	-	-	-
Hollow { 20-pr. -	-	-	-	-	-	-	-	-	-
{ 12 " -	-	-	-	-	-	-	-	-	-
		<i>£.</i>	63,067 9 11		<i>£.</i>	122,063 13 6		<i>£.</i>	106,324 15 2

REMARKS.—In the Cost of Manufacture is included the amount actually expended on the

ROYAL LABORATORY.

the Cost of the same during the Years 1858-59, 1859-60, 1860-61, 1861-62, and 1862-63 (no Charge being made for Cost of the same, at Contract Prices.

1861-62.			1862-63.			Total Quantity Produced in the Royal Laboratory, Woolwich.	Total Weight.	Total Cost.	Cost Supplied by Contract.
Number Produced.	Weight.	Cost.	Number Produced.	Weight.	Cost.				
	Tons.	£. s. d.		Tons.	£. s. d.		Tons.	£. s. d.	£. s. d.
127,589,700	-	14,022 17 6	53,713,857	-	7,293 8 1	435,766,007	-	52,968 4 9	87,153 4 -
10,382	-	35,919 13 5	5,749	-	18,384 10 4	31,826	-	113,975 6 2	108,912 10 -
35,000	-	1,888 5 8	-	-	-	35,000	-	1,888 5 8	3,500 - -
15,950	-	1,499 7 5	88,354	-	6,487 13 6	104,304	-	7,987 - 11	14,776 8 -
-	-	-	5,354	-	354 16 6	5,354	-	354 16 6	669 5 -
-	-	-	7,912	-	776 4 10	7,912	-	776 4 10	989 - -
203,161	2,775	12,136 19 1	144,600	2,519	13,547 9 11	878,686	10,711	58,666 13 10	131,923 16 4
68,391	1,426	6,280 - 10	52,272	1,117	6,007 7 4	473,108	9,131	50,907 16 2	112,463 9 8
58,309	417	3,078 6 9	17,327	169	1,531 11 3	624,333	4,403	29,212 7 1	155,425 18 -
90,346	1,875	8,199 5 9	129,017	2,051	11,030 10 8	1,623,392	21,846	123,066 3 7	269,069 18 -
33,729	-	23,484 16 2	15,277	-	11,401 1 9	49,006	-	34,885 17 11	48,597 12 4
66,815	-	24,202 - 5	6,544	-	2,237 4 7	73,359	-	26,439 5 -	39,736 2 6
6	-	1 4 4	10	-	2 - 7	16	-	3 4 11	4 16 -
455	-	69 10 10	183	-	27 6 5	638	-	96 17 3	140 17 10
-	-	-	9,663	-	1,223 4 6	9,663	-	1,223 4 6	1,610 10 -
95	-	10 12 9	2	-	- 4 9	97	-	10 17 6	11 14 5
83	-	45 9 10	3,151	-	1,695 6 4	3,234	-	1,740 16 2	2,870 3 3
113	-	31 18 7	716	-	203 17 9	829	-	235 16 4	393 15 6
14,575	-	3,034 2 9	40,805	-	9,352 9 3	55,880	-	12,386 12 -	21,113 12 6
3,570	-	1,640 13 6	-	-	-	3,570	-	1,640 13 6	3,927 - -
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-
36,504	-	16,197 14 6	52,892	-	24,311 13 -	89,896	-	40,509 7 6	99,825 10 8
39,936	-	8,112 8 7	32,261	-	6,505 16 4	72,197	-	14,618 4 11	37,602 12 1
37,479	-	4,711 2 9	11,600	-	1,622 17 7	49,079	-	6,334 - 4	18,200 2 7
29,169	-	2,463 15 7	28,021	-	2,293 11 -	59,330	-	4,848 14 6	10,066 13 4
-	-	-	15,232	-	1,109 8 10	15,232	-	1,109 8 10	2,030 18 8
4,369	-	241 12 7	1,114	-	65 4 2	5,483	-	306 16 9	559 14 5
-	-	-	109	-	21 - 6	109	-	21 - 6	41 11 1
-	-	-	169	-	22 6 8	169	-	22 6 8	37 6 5
£.		167,271 19 7	£.		127,508 6 5	£.		586,236 4 7	1,261,654 2 7

plant, in order to keep it up to its original working condition.

G. W. Boxer, Superintendent Royal Laboratory.

ROYAL SMALL ARMS FACTORY.

RETURN of the Comparative Prices of such Articles made during the last Five Years in the ROYAL SMALL ARMS FACTORY at *Enfield*, as can be compared with the Prices charged by CONTRACTORS for the same Articles.

DESCRIPTION OF ARM.	Year of Manufacture at Enfield.	Cost when Manufactured at Enfield, all Charges for Manage- ment, &c., being Included, but Exclusive of any Charge for Depreciation of Buildings and Plant, or for Interest on Capital.	Price when obtained by Contract ; the Cost of the Stock and of Examination being added to the Contract Price of the Arm.
		<i>s. d.</i>	<i>s. d.</i>
Rifle, pattern 1853 - - - -	1859-60	39 8	63 8
Ditto - - - - -	1860-61	39 6	65 1
Ditto - - - - -	1861-62	37 8	65 1
Short Rifle - - - - -	" -	50 4	94 7
Cavalry Carbine - - - - -	" -	32 4	63 7
Rifle, pattern 1853 - - - -	1862-63	37 -	65 1
Short Rifle - - - - -	" -	50 8	94 7
Whitworth Rifle - - - - -	" -	53 -	143 7
Artillery Carbine - - - - -	" -	47 11	71 -
Cavalry Carbine - - - - -	" -	33 6	63 7
Rifle, pattern 1853 - - - -	1863-64	*	—
Short Rifle - - - - -	"	*	—
Artillery Carbine - - - - -	"	*	—
Naval Rifle - - - - -	"	*	—
Whitworth Rifle - - - - -	"	*	—

* The prices for arms manufactured at Enfield in 1863-64 cannot yet be stated.

ARMY (MANUFACTURING DEPARTMENTS,
WOOLWICH AND ENFIELD).

RETURN of the COMPARATIVE PRICES of such
ARTICLES made during the last five Years in the
MANUFACTURING DEPARTMENTS of Woolwich
and Enfield, as can be compared with the Prices
Charged by CONTRACTORS for the same ARTICLES.

(Mr. Monsell.)

*Ordered, by The House of Commons, to be Printed,
20 June 1864.*

412.

Under 1 oz.

ARMY (MANUFACTURING ESTABLISHMENTS).

3.

RETURN to an Address of the Honourable The House of Commons,
dated 11 March 1864 ;—for,

“RETURN of the ANNUAL ACCOUNTS of the several MANUFACTURING
ESTABLISHMENTS under the WAR DEPARTMENT for the Year 1862-3.”

War Office, }
14 June 1864. }

HARTINGTON.

(*Mr. Scholefield.*)

[Ordered, by The House of Commons, to be Printed,
15 June 1864.]

SCHEDULE of BALANCE SHEETS and SUPPORTING DOCUMENTS for the
MANUFACTURING DEPARTMENTS, for the Year 1862-3.

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War Office, }
May 1864. }

William Brown,
Accountant General.

— No. 1. —

ROYAL CARRIAGE DEPARTMENT, WOOLWICH ARSENAL.

(A.)—BALANCE SHEET of the ROYAL CARRIAGE DEPARTMENT, ROYAL ARSENAL, WOOLWICH, 1862-3.

Dr.

Cr.

To Balance:	£.	s.	d.	£.	s.	d.	By Balance:	£.	s.	d.	£.	s.	d.	
For Stores in Stock on the 1st April 1862 -	339,534	1	1				For Stores in Stock on the 31st March 1863 -	352,366	7	11				
For semi-manufactured Articles in Stock on the 1st April 1862 -	51,592	11	1				For semi-manufactured Articles in Stock on the 31st March 1863 -	37,495	5	2				
				391,126	12	2					389,861	13	1	
To Army Supplies, 1862-3							By Capital Account:							
—For Cash advanced through the Paymaster General and expended on the following Services during the year ended 31st March 1863:							For New Buildings added during 1862-3 -	4,685	-	3				
Salaries - - -	5,668	8	2				For New Machinery added during 1862-3 -	1,625	12	-			6,310 12 3	
Wages - - -	100,625	3	2											
Wages to Men invalided upon Medical Certificate - -	914	5	5				By Production Account:							
Stores, Materials, &c. -	114,460	14	8				For Work performed for other Departments during 1862-3 - -	968	16	-				
Manufactured Articles	14,048	19	1				For General Service Repairs performed during 1862-3 - - -	5,901	5	5				
Miscellaneous Services	962	11	3				For Work performed in the Drawing Office during 1862-3 - -	1,034	7	7				
Gas and Repairs to Fittings, &c. - -	912	17	6				For New Patterns added during 1862-3 - -	111	17	11				
Water - - -	180	-	-				For Articles made new during 1862-3, as per Statement B. - -	174,044	5	9				
Police - - -	1,398	11	5				For Articles converted during 1862-3, as per Statement C. - -	41,675	18	-			223,736 10 8	
Military Train and Contract Horses, Carts, and Drivers, &c. - - -	652	16	2											
Divine Service - -	145	-	-				By Sundry Departments:							
Medical Department -	176	-	-				For Stores issued during 1862-3 - - -	1,924	7	5				
Library - - -	13	15	-				For Unserviceable Stores issued for sale during 1862-3 - - -	2,318	-	10				
Schools - - -	38	13	9				For Manufactured Articles procured by Contract and issued during 1862-3 - - -	23,914	19	3			28,157 7 6	
Military Pay of Officers - - -	763	9	2											
Repairs to Buildings -	1,668	5	5											
Repairs to Machinery	267	6	7											
New Buildings - -	4,685	-	3											
New Machinery -	1,625	12	-											
Superannuations -	1,102	2	9											
				250,309	11	9								
To Miscellaneous Services, 1862-3—For Expenditure not defrayed out of Army Supplies, viz.:							Memorandum.—The above results are exclusive of any charge for depreciation on Plant, &c. If a charge be raised for this Item, viz., at 5 and 10 per cent. on Buildings and Machinery respectively, it would amount to 8,004 <i>l.</i> 17 <i>s.</i> 1 <i>d.</i> , and the cost of Production would be enhanced by 3·576 per cent. (<i>see</i> separate Statement of Capital Account). The Direct Expenditure is charged to the work as executed. The indirect Expenditure at the end of the year is then distributed, <i>pro rata</i> , over the work performed, the general result being that this Expenditure is proportioned according to the amount expended upon Labour and Material combined.							
Stationery - - -	788	9	5											
Rates - - -	400	-	-											
				1,188	9	5								
To Sundry Departments, 1862-3—For Stores, &c. received from various Sources - - -	5,441	10	2											
				5,441	10	2								
				£.	648,066	3	6				£.	648,066	3	6

Memorandum.—The above results are exclusive of any charge for depreciation on Plant, &c. If a charge be raised for this Item, viz., at 5 and 10 per cent. on Buildings and Machinery respectively, it would amount to 8,004*l.* 17*s.* 1*d.*, and the cost of Production would be enhanced by 3·576 per cent. (*see* separate Statement of Capital Account). The Direct Expenditure is charged to the work as executed. The indirect Expenditure at the end of the year is then distributed, *pro rata*, over the work performed, the general result being that this Expenditure is proportioned according to the amount expended upon Labour and Material combined.

War Office, }
May 1864. }

W. Brown,
Accountant General.

(signed) H. Clerk,
Superintendent, Royal Carriage Department.

No. 1.—ROYAL CARRIAGE DEPARTMENT, WOOLWICH ARSENAL—*continued.*

(B.)—RETURN of STORES Made New in the ROYAL CARRIAGE DEPARTMENT, including those obtained direct by Contract, between the 1st April 1862 and 31st March 1863; together with those received from Contractors, and Inspected and Completed, previous to their Delivery to the Principal Superintendent of Stores.

DESCRIPTION OF ARTICLES.	Total Number delivered to Principal Superintendent of Stores.	COST.			TOTAL COST.
		Labour.	Material.	Indirect Expenditure.	
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Arms, wood - - - - -	13	3 17 -	6 4 -	2 1 -	12 2 -
Aprons - - - - -	9	2 18 -	1 3 -	- 17 -	4 18 -
Articles, spare, carried on platform wagon - - -	-	459 8 -	334 - -	163 9 -	956 17 -
Axletrees, wood, fore and hind (Armstrong's) - -	115	13 13 -	62 2 -	15 12 -	91 7 -
" wood, fore and hind, smooth bore - - -	1,096	98 1 -	691 13 -	162 14 -	952 8 -
" iron transporting (Armstrong's) - - -	51	100 13 -	133 7 -	48 4 -	282 4 -
" iron transporting, smooth bore - - -	18	10 9 -	13 19 -	5 1 -	29 9 -
" with pins and washers (Armstrong's) - -	57	41 10 -	51 6 -	19 2 -	111 18 -
" transporting with wheels, and 1 limber with wheels - - - - -	62	197 5 -	233 2 -	88 13 -	519 - -
" wagons - - - - -	22	15 5 -	12 - -	5 12 -	32 17 -
" railway trucks - - - - -	12	9 17 -	8 10 -	3 16 -	22 3 -
" cast iron - - - - -	1	1 13 -	1 5 -	- 12 -	3 10 -
Bags, canvas - - - - -	2	- - -	- 1 -	- - -	- 1 -
Barrows, hand - - - - -	12	5 5 -	4 19 -	2 2 -	12 6 -
" wheel - - - - -	1	2 8 -	1 19 -	- 18 -	5 5 -
" sack - - - - -	30	3 3 -	47 3 -	10 7 -	60 13 -
" powder - - - - -	65	274 5 -	97 10 -	50 11 -	422 6 -
" coal - - - - -	6	10 6 -	6 16 -	3 10 -	20 12 -
Bars, splinter - - - - -	153	49 5 -	33 11 -	17 1 -	99 17 -
" directing - - - - -	14	42 - -	102 7 -	29 15 -	174 2 -
" of sorts - - - - -	40	4 1 -	2 7 -	1 6 -	7 14 -
" traversing - - - - -	11	16 10 -	44 - -	12 9 -	72 19 -
Battens, bevelled - - - - -	140,002	273 6 -	109 12 -	78 18 -	461 16 -
Batteries, spare articles to complete 40-pounder -	1	37 5 -	58 2 -	19 13 -	115 - -
" " " " " 9-pounder - - - - -	1	1 4 -	- 10 -	- 7 -	2 1 -
Beds, for carriages (Armstrong's), land service -	230	65 5 -	132 - -	40 13 -	237 18 -
" " " " " sea service - - - - -	352	120 15 -	330 - -	92 17 -	543 12 -
Beds, for carriages, smooth bore, land service -	550	66 5 -	199 7 -	54 14 -	320 6 -
" " " " " sea service - - - - -	750	122 9 -	168 15 -	60 - -	351 4 -
Beds, for mortars, wood - - - - -	21	30 12 -	15 15 -	9 11 -	55 18 -
" for mortars, iron - - - - -	28	156 - -	256 7 -	84 19 -	497 6 -
" stool, wood - - - - -	4	- 14 -	- 12 -	- 5 -	1 11 -
" stool, iron - - - - -	9	3 - -	1 12 -	- 19 -	5 11 -
Benches, of sizes - - - - -	2	10 18 -	27 11 -	7 18 -	46 7 -
Bearers - - - - -	16	1 5 -	1 17 -	- 13 -	3 15 -
Bits, various - - - - -	8	6 11 -	2 10 -	1 17 -	10 18 -
Blocks (Bothway's), 8-inch - - - - -	12	8 19 -	6 2 -	3 2 -	18 3 -
" " 10-inch - - - - -	16	18 3 -	17 14 -	7 8 -	43 5 -
" " 12-inch - - - - -	75	82 15 -	62 16 -	30 - -	175 11 -
" wood, treble - - - - -	2	2 13 -	3 7 -	1 5 -	7 5 -
" wood, of sorts - - - - -	335	141 2 -	164 - -	62 17 -	367 19 -
" anvil - - - - -	5	- 12 -	4 14 -	1 2 -	6 8 -
" shot - - - - -	58	3 1 -	3 6 -	1 6 -	7 13 -
" Dell's cases - - - - -	350	9 7 -	67 16 -	15 18 -	93 1 -
Boards, pile - - - - -	1,000	- 15 -	3 5 -	- 16 -	4 16 -
" of sorts - - - - -	636	14 12 -	14 15 -	6 - -	35 7 -
Bodies, for carts - - - - -	17	88 10 -	51 17 -	28 18 -	169 5 -
Bolts, tire - - - - -	3,860	12 3 -	6 12 -	3 17 -	22 12 -
" metal housing - - - - -	111	40 17 -	94 7 -	27 17 -	163 1 -
" copper - - - - -	123	2 6 -	12 16 -	3 2 -	18 4 -
" " with burs - - - - -	320	9 11 -	16 - -	5 5 -	30 16 -
" iron - - - - -	123	1 13 -	1 8 -	- 13 -	3 14 -
" of sorts - - - - -	24	1 2 -	- 13 -	- 7 -	2 2 -
" fighting - - - - -	234	51 15 -	11 3 -	12 19 -	75 17 -
Bollards, for slides - - - - -	20	- 6 -	2 - -	- 9 -	2 15 -
Boxes, ammunition (Armstrong's), land service -	10,106	1,312 12 -	2,040 1 -	690 13 -	4,043 6 -
" " " " " sea service - - - - -	55	53 11 -	69 12 -	25 7 -	148 10 -
Boxes, ammunition, smooth bore, land service -	4	2 3 -	3 6 -	1 2 -	6 11 -
Boxes, pipe - - - - -	64	2 - -	2 13 -	- 19 -	5 12 -

No 1.—ROYAL CARRIAGE DEPARTMENT, WOOLWICH—(B.) Return of Stores made New, &c.—continued.

DESCRIPTION OF ARTICLES.	Total Number delivered to Principal Superintendent of Stores.	COST.						TOTAL COST.	
		Labour.		Materials.		Indirect Expenditure.			
		£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
Boxes, tin, small stores - - - - -	4,096	266	15 -	153	12 -	86	12 -	506	19 -
" shot or shell (Armstrong's) - - - -	11,315	351	12 -	620	2 -	200	3 -	1,171	17 -
" " smooth bore - - - - -	29,814	977	19 -	3,320	2 -	636	6 -	4,934	7 -
" axletree - - - - -	16	9	16 -	5	17 -	3	4 -	18	17 -
" small-arm ammunition - - - - -	298	15	11 -	45	16 -	12	13 -	74	-
" tool - - - - -	308	384	2 -	119	9 -	103	15 -	607	6 -
" medical - - - - -	6	4	8 -	4	2 -	1	15 -	10	5 -
" metal pump - - - - -	4	1	10 -	1	6 -	-	12 -	3	8 -
" cartridge - - - - -	30	2	9 -	6	7 -	1	16 -	10	12 -
" Whitworth's stocks and dies - - - -	1	1	14 -	-	12 -	-	9 -	2	15 -
Breechings, gun - - - - -	6	-	19 -	23	4 -	4	19 -	29	2 -
Buckets, sponge - - - - -	365	39	9 -	187	10 -	46	15 -	273	14 -
" for carts - - - - -	1	-	-	-	8 -	-	2 -	-	10 -
Buckles, of sorts - - - - -	140	-	1 -	-	10 -	-	3 -	-	14 -
" and chapars - - - - -	76,000	367	9 -	369	7 -	151	16 -	888	12 -
Breaks (Allen's pattern) - - - - -	29	52	12 -	16	6 -	14	3 -	83	1 -
Burs, various - - - - -	24	-	2 -	-	2 -	-	1 -	-	5 -
Bucks Wood - - - - -	2	6	9 -	2	8 -	1	16 -	10	13 -
Cacolets - - - - - pairs	150	339	6 -	196	13 -	84	2 -	620	1 -
Cans, oil lubricating - - - - -	553	40	13 -	30	7 -	14	12 -	85	12 -
Canvas - - - - - yards	50	-	1 -	2	7 -	-	10 -	2	18 -
Capstans, crab - - - - -	11	58	2 -	82	3 -	28	18 -	169	3 -
Caps, sponge (Armstrong's) - - - - -	601	17	8 -	15	-	6	13 -	39	1 -
" " smooth bore - - - - -	545	10	4 -	10	3 -	4	4 -	24	11 -
" muzzle, mortar - - - - -	21	1	-	-	9 -	-	6 -	1	15 -
" wood, pivot - - - - -	276	10	17 -	62	17 -	15	4 -	88	18 -
" of sorts - - - - -	4	-	12 -	-	3 -	-	3 -	-	18 -
" jack, N. P. - - - - -	88	4	4 -	1	15 -	1	5 -	7	4 -
Carriages:									
Travelling, L. S. (Armstrong's) 40-pr. -	85	3,354	15 -	4,138	18 -	1,543	14 -	9,037	7 -
" " " 20 or 25-pr. -	10	357	4 -	450	-	166	6 -	973	10 -
" " " 9 or 12-pr. -	77	1,455	16 -	1,864	18 -	684	1 -	4,004	15 -
" " " 6-pr. -	12	379	4 -	490	10 -	179	3 -	1,048	17 -
" wagon ammunition for 40-pr. -	4	99	14 -	155	16 -	52	13 -	308	3 -
" " " 9 or 12-pr. -	62	852	1 -	1,829	-	552	6 -	3,233	7 -
" " " 6-pr. -	8	160	17 -	148	-	63	12 -	372	9 -
Garrison, sliding, L. S. (Armstrong's) 600-pr. -	1	24	18 -	49	-	15	4 -	89	2 -
" " " 200-pr. -	1	22	1 -	52	8 -	15	7 -	89	16 -
" " " 70-pr. -	7	46	11 -	148	13 -	40	4 -	235	8 -
" " " 40-pr. -	1	7	14 -	16	-	4	18 -	28	12 -
" " " 100-pr. -	151	1,065	5 -	3,524	9 -	945	10 -	5,535	4 -
Rear chock, 100-pr. - - - - -	1	8	16 -	10	12 -	4	-	23	8 -
" 20-pr. - - - - -	3	13	15 -	12	18 -	5	10 -	32	3 -
Sliding pivot, S. S. (Armstrong's) 100-pr. -	115	1,364	4 -	1,711	15 -	633	13 -	3,709	12 -
" " " 40-pr. -	74	603	8 -	1,069	6 -	344	12 -	2,017	6 -
" " " 150-pr. -	1	27	19 -	32	14 -	12	10 -	73	3 -
Rear chock, S. S. " 100-pr. -	61	522	4 -	632	7 -	237	17 -	1,392	8 -
" " " 20 or 25-pr. -	37	113	12 -	166	5 -	57	13 -	337	10 -
" " " 12-pr. -	4	29	11 -	14	4 -	9	-	52	15 -
Common, S. S. " 40-pr. -	349	1,767	11 -	2,455	12 -	869	19 -	5,093	3 -
" " " 70-pr. -	1	3	19 -	5	4 -	1	18 -	11	1 -
" " " 12-pr. -	2	8	1 -	7	14 -	3	5 -	19	-
Travelling naval " 20 or 25-pr. -	35	653	10 -	771	15 -	293	12 -	1,718	17 -
" " " 9 or 12-pr. -	147	2,695	15 -	3,087	-	1,191	5 -	6,974	-
" " " 6-pr. -	23	250	18 -	391	-	132	5 -	774	3 -
Boat service - - - - - 20 or 25-pr. -	1	2	13 -	4	18 -	1	11 -	9	2 -
Top and under " 9 or 12-pr. -	63	198	-	258	6 -	94	-	550	6 -
" " " 6-pr. -	24	70	14 -	76	16 -	30	8 -	177	18 -
" " " 20-pr. -	58	183	6 -	284	4 -	96	6 -	563	16 -
Wood, garrison common standing, } 8-inch gun	2	29	7 -	14	4 -	8	19 -	52	10 -
S. B. L. S. - - - - -									
" " " 32 pr. -	29	137	14 -	380	5 -	106	14 -	624	13 -
" " " 24-pr. -	3	11	12 -	35	7 -	9	13 -	56	12 -
" " " 18-pr. -	7	29	17 -	60	4 -	18	11 -	108	12 -
" " " 12-pr. -	2	3	3 -	10	18 -	2	18 -	16	19 -
Russian gun, No. 1 pattern, S. B., L. S. -	1	1	3 -	7	-	1	14 -	9	17 -
Rear chock, S. B., L. S., 8-inch gun - -	54	403	11 -	700	10 -	227	9 -	1,331	10 -

No. 1.—ROYAL CARRIAGE DEPARTMENT, WOOLWICH—(B.) Return of Stores made New, &c.—*continued.*

DESCRIPTION OF ARTICLES.	Total Number delivered to Principal Superintendent of Stores.	COST.			TOTAL COST.
		Labour.	Material.	Indirect Expenditure.	
Carriages:		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Garrison sliding, for traversing } 68-pr. gun -	121	645 2 -	3,391 8 -	331 10 -	4,868 - -
platform, S. B., L. S. -					
" " " 8-inch gun -	120	923 8 -	2,320 2 -	668 3 -	3,911 13 -
" " " 32-pr. gun -	16	84 4 -	328 2 -	84 19 -	497 5 -
" " " 24-pr. gun -	4	13 11 -	57 3 -	14 11 -	85 5 -
" " " 6-pr. gun -	2	4 4 -	11 16 -	3 6 -	19 6 -
Travelling, for iron ordnance, S. B., L. S., 32-pr. -	1	29 10 -	43 15 -	15 2 -	88 7 -
" " " 10-in. mortar -	1	36 14 -	30 5 -	13 16 -	80 15 -
" " " 8-in. mortar -	5	131 10 -	106 17 -	49 2 -	287 9 -
" " " 7-in. mortar -	1	20 8 -	28 5 -	12 2 -	70 15 -
Travelling brass ordnance, S. B., L. S., 4½-in. howitzer -	2	27 14 -	25 9 -	10 19 -	64 2 -
Travelling, S. B., L. S., rocket, 12-pr. -	13	189 17 -	120 13 -	64 - -	374 15 -
Common truck, smooth bore, sea service, 8-in. gun -	30	133 5 -	193 3 -	67 5 -	393 13 -
" " " 32-pr. gun -	34	94 19 -	143 5 -	49 1 -	287 5 -
" " " 18-pr. gun -	12	26 6 -	23 19 -	10 7 -	60 12 -
" " " 6-pr. gun -	34	99 6 -	91 9 -	39 6 -	230 1 -
Rear chock, S. B., S. S., 68-pr. or 10-inch gun -	4	26 13 -	36 8 -	13 - -	76 1 -
" " " 32-pr. -	33	162 13 -	194 14 -	73 12 -	430 19 -
" " " 24-pr. howitzer -	9	23 16 -	26 12 -	10 8 -	60 16 -
Sliding pivot, for slides, S. B., S. S., 68-pr. gun -	9	51 15 -	90 - -	29 4 -	170 19 -
" " " 10-inch gun -	1	11 14 -	14 - -	5 6 -	31 - -
" " " 8-inch gun -	2	18 14 -	26 16 -	9 7 -	54 17 -
Top and under, for boats, S. B., S. S., 24-pr. howitzer -	2	2 8 -	8 10 -	2 5 -	13 3 -
" " " 12-pr., heavy -	1	- 15 -	3 18 -	- 19 -	5 12 -
" " " carronade -	19	4 16 -	38 - -	8 16 -	51 12 -
Jamming, S. S., S. B., 32 pr. -	2	- 16 -	1 4 -	- 8 -	2 8 -
Lynall Thomas's, L. S., S. B., R. C. -	1	9 2 -	24 6 -	6 18 -	40 6 -
" " " 9-inch -	2	40 8 -	85 2 -	25 17 -	151 7 -
Carts, " to tip -	1	14 18 -	10 5 -	5 4 -	30 7 -
" fatigue -	3	32 5 -	22 6 -	11 5 -	65 16 -
" timber -	4	31 14 -	53 4 -	17 10 -	102 8 -
" hand -	60	239 10 -	153 18 -	81 1 -	474 9 -
" medicine -	1	24 19 -	23 1 -	9 18 -	57 18 -
" water -	2	21 4 -	25 8 -	9 12 -	56 4 -
" duck -	1	32 6 -	11 11 -	9 1 -	52 18 -
" shot -	3	31 7 -	43 10 -	15 8 -	90 5 -
" coal -	11	111 1 -	77 8 -	38 16 -	227 5 -
" sling -	27	376 14 -	544 1 -	189 13 -	1,110 8 -
" store -	20	314 1 -	287 2 -	123 17 -	725 - -
" trench -	33	184 5 -	251 10 -	89 15 -	525 10 -
" of sorts -	4	60 3 -	12 - -	14 17 -	87 - -
" Maltese, complete -	228	1,896 9 -	1,210 13 -	17 15 -	3,124 17 -
" light break -	3	11 19 -	31 7 -	8 18 -	52 4 -
Cartouches, leather, Armstrong's -	226	11 3 -	43 19 -	11 7 -	66 9 -
" canvas, Armstrong's -	1,058	67 13 -	148 9 -	44 10 -	260 12 -
" " smooth bore -	86	1 15 -	2 13 -	- 18 -	5 6 -
Cases, packing, ordinary -	5,073	201 12 -	804 18 -	207 7 -	1,213 17 -
" " implement -	1,782	1,537 4 -	1,166 2 -	556 18 -	3,260 4 -
" powder, whole -	2,035	780 6 -	2,297 - -	633 18 -	3,711 4 -
" " half -	675	231 19 -	480 13 -	146 16 -	859 8 -
" " quarter -	1,051	297 1 -	510 5 -	166 6 -	973 12 -
" for lithographs -	1	16 2 -	6 19 -	4 15 -	27 16 -
" leather -	32	4 16 -	12 2 -	3 10 -	20 8 -
Chains, picketing -	100	2 5 -	3 17 -	1 5 -	7 7 -
" drag -	24	- 6 -	3 5 -	- 15 -	4 6 -
" for targets -	2	- 4 -	2 5 -	- 10 -	2 19 -
Chairs for litters -	100	1 6 -	177 7 -	36 16 -	215 9 -
Chesses for bridging -	122	10 - -	20 4 -	6 4 -	36 8 -
Chests, laboratory -	12	4 13 -	15 6 -	4 2 -	24 1 -
" of sorts -	28	27 11 -	27 - -	11 5 -	65 16 -
Chocks, dismounting -	164	137 7 -	250 16 -	79 19 -	468 2 -
Cheeks for gys -	1	1 6 -	2 2 -	- 14 -	4 2 -
Cleats -	76,900	39 18 -	170 2 -	43 5 -	253 5 -
Clips, copper -	100	3 8 -	- 5 -	- 15 -	4 8 -
Cloth, scarlet edging for officers' sheepskins - sets	61	- 8 -	1 3 -	- 7 -	1 18 -
" maroon - yards	102	- - -	16 3 -	3 7 -	19 10 -
Clouts, iron -	424	1 1 -	5 2 -	1 5 -	7 8 -
Coatings, for Armstrong guns -	5,892	436 - -	786 5 -	251 16 -	1,474 1 -
Collars for guns -	2	- 5 -	- 1 -	- 2 -	- 8 -

No. 1.—ROYAL CARRIAGE DEPARTMENT, WOOLWICH—(B.) Return of Stores made New, &c.—*continued.*

DESCRIPTION OF ARTICLES.	Total Number delivered to Principal Superintendent of Stores.	C O S T.			TOTAL COST.
		Labour.	Material.	Indirect Expenditure.	
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Coins, gun (Armstrong) - - - - -	158	11 10 -	48 13 -	12 8 -	72 11 -
„ „ smooth bore - - - - -	619	50 9 -	180 18 -	47 13 -	279 - -
„ mortar - - - - -	72	63 2 -	64 17 -	26 7 -	154 6 -
„ howitzer - - - - -	175	6 7 -	12 18 -	3 19 -	23 4 -
„ sea service gun (Armstrong) - - - - -	157	11 18 -	34 9 -	9 11 -	55 18 -
„ „ smooth bore - - - - -	1,582	171 12 -	360 6 -	109 11 -	641 9 -
„ „ small or hand - - - - -	907	20 15 -	77 12 -	20 5 -	118 12 -
„ mortar - - - - -	60	12 3 -	8 14 -	4 6 -	25 3 -
„ howitzer - - - - -	6	- 5 -	- 13 -	- 4 -	1 2 -
Compressors, wood - - - - -	557	528 1 -	350 2 -	180 18 -	1,059 1 -
„ iron - - - - -	140	17 15 -	195 2 -	43 17 -	256 14 -
Composition for canvas - - - - -	884½	1 3 -	12 14 -	2 17 -	16 14 -
Cones - - - - - pairs	16	153 17 -	62 12 -	44 12 -	261 1 -
Cots for Wagons - - - - -	1	- 13 -	1 14 -	- 10 -	2 17 -
Covers, wood, for shot furnace, with tarpaulins - - - - -	24	4 10 -	6 14 -	2 6 -	13 10 -
„ muzzle, mortar - - - - -	6	3 2 -	2 16 -	1 4 -	7 2 -
„ canvas, of sorts - - - - -	1,668	79 - -	475 2 -	114 3 -	668 5 -
„ „ gun (Armstrong) - - - - -	12	2 6 -	2 8 -	- 19 -	5 13 -
„ „ for shot furnace - - - - -	10	2 9 -	3 1 -	1 3 -	6 13 -
„ waterproof - - - - -	6	1 10 -	3 3 -	- 19 -	5 12 -
„ „ canvas for wagons - - - - -	227	118 1 -	251 12 -	76 3 -	445 16 -
„ ammunition, mule - - - - -	500	83 12 -	78 15 -	33 9 -	195 16 -
Curves, metal, in pieces - - - - -	636	45 4 -	633 17 -	139 18 -	818 19 -
Cylinders, copper - - - - -	38	- 19 -	2 9 -	- 14 -	4 2 -
Couples for traces - - - - -	198	- 12 -	- 4 -	- 3 -	- 19 -
Copper float, &c., for boiler - - - - -	1	2 - -	1 - -	- 12 -	3 12 -
Cushions, leather - - - - -	6	3 5 -	16 6 -	4 1 -	23 12 -
Deckfittings, for superintending the completing of - - - - -	-	16 1 -	- - -	3 6 -	19 7 -
„ sets - - - - -	2	44 10 -	211 3 -	52 13 -	308 6 -
Drawings, lithograph - - - - -	1	- 1 -	- - -	- - -	- 1 -
„ of sorts - - - - -	3	- 18 -	- 2 -	- 4 -	1 4 -
Drivers, pivot - - - - -	6	1 6 -	- 14 -	- 9 -	2 9 -
Drags for weeds - - - - -	12	1 14 -	- 16 -	- 10 -	3 - -
„ shoe - - - - -	1	1 - -	- 17 -	- 8 -	2 5 -
Drugs, large - - - - -	35	443 13 -	297 10 -	152 14 -	893 17 -
„ small - - - - -	5	17 6 -	21 13 -	8 - -	46 19 -
Dilley, of sorts - - - - -	48	112 3 -	158 8 -	55 15 -	326 6 -
Dubbing, without tins - - - - - lbs.	4,865	5 12 -	133 17 -	28 15 -	168 4 -
„ with „ - - - - - „	3,089	4 18 -	94 15 -	20 11 -	120 4 -
Dummies, wood - - - - -	8	1 3 -	1 5 -	- 10 -	2 18 -
Dumb-bells, single and double - - - - -	38	8 19 -	6 9 -	3 3 -	18 11 -
Doors, of sorts - - - - -	1	- 1 -	- 3 -	- 1 -	- 5 -
Falls, gyn or tackle - - - - -	6	- 1 -	4 7 -	- 18 -	5 6 -
Feet, flange - - - - -	5	- 13 -	1 1 -	- 7 -	2 1 -
Felloes, 24-pounder - - - - -	150	3 2 -	24 3 -	5 12 -	32 17 -
„ sling wagon - - - - -	306	6 8 -	16 8 -	4 14 -	27 10 -
„ 9-pounder - - - - -	578	4 16 -	44 5 -	19 2 -	59 3 -
„ 3-pounder - - - - -	24	- 3 -	1 5 -	- 6 -	1 14 -
„ cart - - - - -	264	2 4 -	14 14 -	3 10 -	20 8 -
Fids, Armstrong gun - - - - -	36	3 9 -	2 4 -	1 3 -	6 16 -
„ smooth bore - - - - -	208	23 7 -	49 1 -	14 18 -	87 6 -
Figures with arms, &c. - - - - -	1	11 4 -	5 15 -	3 10 -	20 9 -
„ without arms, &c. - - - - -	1	1 11 -	1 3 -	- 11 -	3 5 -
Fittings for slides - - - - -	6	24 - -	9 9 -	6 18 -	40 7 -
Flanges for platforms - - - - -	285	136 15 -	59 8 -	40 8 -	236 11 -
Flaps, metal - - - - -	74	39 2 -	60 - -	20 8 -	119 10 -
„ iron - - - - -	24	32 5 -	37 6 -	14 7 -	83 18 -
Fleecy, hosiery, for sponges, gun S. B. - - - - - yards	239	- - -	30 16 -	6 7 -	37 3 -
Flooring for tents - - - - - sets	25	22 15 -	81 15 -	21 11 -	126 1 -
Floats for targets - - - - -	18	12 1 -	26 4 -	7 18 -	46 3 -
Forges, portable - - - - -	1	- 6 -	6 - -	1 6 -	7 12 -
Forks, of sorts - - - - -	99	19 1 -	14 3 -	6 17 -	40 1 -
Formers, wad, gun - - - - -	120	4 19 -	11 7 -	3 7 -	19 13 -
Frames, of sorts - - - - -	6	4 6 -	7 15 -	2 10 -	14 11 -
Fulcrums, elm - - - - -	42	2 8 -	5 19 -	1 14 -	10 1 -
Funnels, tin - - - - -	3	- 4 -	- 3 -	- 1 -	- 8 -
Futchels - - - - -	2	- 1 -	- 3 -	- 1 -	- 5 -

No. 1.—ROYAL CARRIAGE DEPARTMENT, WOOLWICH—(B.) Return of Stores made New, &c.—*continued.*

DESCRIPTION OF ARTICLES.	Total Number delivered to Principal Superintendent of Stores.	C O S T.			TOTAL COST.
		Labour.	Material.	Indirect Expenditure.	
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Garlands, iron - - - - -	453	61 5 -	156 3 -	44 16 -	262 4 -
Gas-pipe - - - - -	1	- - -	- 6 -	- 1 -	- 7 -
Gauge for pickaxe - - - - -	2	- 6 -	- 1 -	- 1 -	- 8 -
Grummets - - - - -	3	- 1 -	- 2 -	- 1 -	- 4 -
Guns, wooden - - - - -	1	7 14 -	15 19 -	4 17 -	28 10 -
Gyns, triangle, large - - - - -	74	765 1 -	1,192 17 -	403 7 -	2,361 5 -
" Gibraltar - - - - -	7	94 10 -	71 4 -	34 3 -	199 17 -
Geeses, wood - - - - -	50	2 3 -	7 13 -	2 - -	11 16 -
Gunnels for boats - - - - -	12	2 6 -	6 10 -	1 16 -	10 12 -
Glue, Jeffery's - - - - - lbs.	60	- - -	2 3 -	- 9 -	2 12 -
Handles, of sorts - - - - -	3,456	75 17 -	34 1 -	22 13 -	132 11 -
" cartridge cases - - - - -	300	5 5 -	10 1 -	3 3 -	18 9 -
Handspikes, stop - - - - -	173	22 1 -	45 8 -	13 18 -	81 7 -
" traversing (Armstrong) - - - - -	378	23 17 -	50 14 -	15 7 -	89 18 -
" " smooth bore - - - - -	31	2 16 -	2 6 -	1 1 -	6 3 -
" common, of sizes - - - - -	23,934	848 14 -	2,356 - -	178 17 -	3,383 11 -
" with rollers, of sizes - - - - -	1,099	409 16 -	570 18 -	202 - -	1,182 14 -
" iron shod - - - - -	13	- 7 -	- 12 -	- 4 -	1 3 -
Harness, men's - - - - - sets	479	118 18 -	644 4 -	157 4 -	920 6 -
" pack-saddle - - - - -	12	3 10 -	6 17 -	2 3 -	12 10 -
Heads, spare, rammer, howitzer - - - - -	12	- 2 -	- 1 -	- 1 -	- 4 -
" " Armstrong gun - - - - -	13	2 8 -	2 7 -	1 - -	5 15 -
" " smooth bore - - - - -	753	10 14 -	11 11 -	4 12 -	26 17 -
" " mortar - - - - -	20	- 5 -	- 5 -	- 2 -	- 12 -
" sponge, mortar - - - - -	27	- 19 -	8 19 -	2 1 -	11 19 -
" " gun, smooth bore - - - - -	940	51 16 -	331 13 -	79 - -	462 9 -
" " Armstrong gun - - - - -	81	1 5 -	14 - -	3 3 -	18 8 -
Hinges - - - - - pairs	91	6 16 -	2 8 -	1 18 -	11 2 -
Hobbles - - - - - sets	700	56 10 -	112 19 -	34 18 -	204 7 -
Holdalls, leather - - - - -	414	21 15 -	37 9 -	12 4 -	71 8 -
Holders, gas - - - - -	300	- 11 -	- 7 -	- 4 -	1 2 -
" for carbines - - - - -	1	2 18 -	- 8 -	- 14 -	4 - -
Hooks, brass, for pouch belts - - - - -	938	4 12 -	3 16 -	1 15 -	10 3 -
" iron - - - - -	18,036	- - -	20 9 -	4 4 -	24 13 -
" bale - - - - -	4	- 12 -	- 5 -	- 4 -	1 1 -
" boat - - - - -	4	- 17 -	- 12 -	- 6 -	1 15 -
Hoops, bale - - - - -	12	- 8 -	- 19 -	- 6 -	1 13 -
" iron - - - - -	24	- 2 -	- 7 -	- 2 -	- 11 -
Hose for water-cart - - - - -	1	- 2 -	- 7 -	- 2 -	- 11 -
Ironwork for saddletrees - - - - - sets	240	15 10 -	3 13 -	3 19 -	23 2 -
" for batteries (Armstrong) - - - - -	19	124 14 -	158 - -	58 5 -	340 19 -
" " smooth bore - - - - -	2	12 17 -	7 5 -	4 3 -	24 5 -
" of sorts - - - - -	50	1 8 -	1 12 -	- 12 -	3 12 -
" for beds - - - - -	350	15 18 -	8 6 -	5 - -	29 4 -
" for sliding carriages, with platforms and compressors - - - - -	31	319 8 -	457 16 -	160 2 -	937 6 -
" for ship carriage - - - - -	20	32 14 -	55 17 -	18 5 -	106 16 -
Jacks, lifting - - - - -	522	185 16 -	82 13 -	55 6 -	323 15 -
" screw - - - - -	139	413 18 -	156 8 -	117 9 -	687 15 -
Kettles, camp - - - - -	10	- 11 -	- 12 -	- 5 -	1 8 -
Keys, ammunition box (Armstrong) - - - - -	749	6 10 -	35 11 -	8 13 -	50 14 -
" for pivot - - - - -	84	2 - -	- 18 -	- 12 -	3 10 -
" of sorts - - - - -	6	- - -	- 3 -	- 1 -	- 4 -
Labels, of sorts - - - - -	25	- - -	- 1 -	- - -	- 1 -
Ladders, standing - - - - -	87	58 17 -	38 12 -	20 1 -	117 10 -
" scaling - - - - -	160	8 8 -	121 9 -	26 15 -	156 12 -
" pack-saddle - - - - -	26	2 16 -	6 6 -	1 17 -	10 19 -
" step - - - - -	13	18 9 -	6 3 -	5 1 -	29 13 -
" small-arm ammunition - - - - -	24	7 3 -	9 12 -	3 9 -	20 4 -
Ladles, copper - - - - -	40	6 7 -	12 12 -	3 18 -	22 17 -
Lashings, rope - - - - -	370	1 17 -	7 8 -	1 18 -	11 3 -
Lassoos, trace - - - - -	24	2 2 -	5 9 -	1 11 -	9 2 -
Leathers for snap caps - - - - -	186,000	7 17 -	90 4 -	20 4 -	118 5 -
" hand - - - - -	12	- 6 -	- 14 -	- 4 -	1 4 -

No. 1.—ROYAL CARRIAGE DEPARTMENT, WOOLWICH—(B.) Return of Stores made New, &c.—*continued.*

DESCRIPTION OF ARTICLES.	Total Number delivered to Principal Superintendent of Stores.	C O S T.			TOTAL COST.
		Labour.	Material.	Indirect Expenditure.	
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Lead, white - - - - - lbs.	196	- 2 -	3 8 -	- 14 -	4 4 -
Legs for grindstone troughs - - - - -	200	3 8 -	7 2 -	2 3 -	12 13 -
„ for sheers - - - - - pairs	6	1 6 -	21 10 -	4 14 -	27 10 -
Levers, wood, of sizes - - - - -	441	55 10 -	124 16 -	37 3 -	217 9 -
„ iron - - - - -	373	38 4 -	13 1 -	10 11 -	61 16 -
Limbers for carriages, smooth bore - - -	17	74 12 -	40 - -	23 12 -	138 4 -
„ with wheels - - - - -	18	50 6 -	68 8 -	24 9 -	143 3 -
Linstocks, with cocks - - - - -	2	- 3 -	- 5 -	- 2 -	- 10 -
Links, with thimbles - - - - -	4	- 12 -	- 7 -	- 4 -	1 3 -
Loops, dismounting chock - - - - -	108	- 14 -	2 18 -	- 15 -	4 7 -
„ iron, of sorts - - - - -	18	1 5 -	1 4 -	- 10 -	2 19 -
„ transporting axles - - - - - pairs	20	4 - -	4 8 -	1 15 -	10 3 -
„ for platforms - - - - -	90	10 - -	10 18 -	4 6 -	25 4 -
Machines for Portsmouth - - - - -	6	11 16 -	- 13 -	2 11 -	15 - -
Magazines, portable - - - - -	33	36 16 -	27 14 -	13 6 -	77 16 -
Mallets, tampeon - - - - -	10,846	204 16 -	240 10 -	91 15 -	537 1 -
Mantlets, iron - - - - -	10	57 9 -	113 19 -	35 6 -	206 14 -
Mauls, wood - - - - -	1,020	52 2 -	68 9 -	24 17 -	145 8 -
Models, Armstrong projectiles - - - - -	8	- 10 -	1 7 -	- 8 -	2 5 -
Nails, tire - - - - - lbs.	41	- - -	- 5 -	- 1 -	- 6 -
„ zinc - - - - -	560	1 18 -	- 8 -	- 9 -	2 15 -
„ iron, galvanized - - - - - cwts.	2	2 2 -	3 1 -	1 1 -	6 4 -
„ brass - - - - -	325	- - -	- 2 -	- 1 -	- 3 -
„ copper - - - - - lbs.	1½	- - -	- 2 -	- - -	- 2 -
Naves for wheels - - - - -	2	1 1 -	- 12 -	- 7 -	2 - -
Nuts for elevating screw - - - - -	1	- 4 -	1 3 -	- 6 -	1 13 -
Oars for pontoon - - - - -	7	1 8 -	1 5 -	- 11 -	3 4 -
Outriggers for pontoons - - - - -	8	1 3 -	1 11 -	- 11 -	3 5 -
Pannels, saddle, officers' - - - - -	132	26 1 -	54 5 -	16 11 -	96 17 -
Partitions, of sorts - - - - -	120	- 12 -	2 19 -	- 15 -	4 6 -
Panniers, for saddle-tree makers - - -	1	2 12 -	- 13 -	- 13 -	3 18 -
Patches, for screws - - - - -	13	3 10 -	1 1 -	- 19 -	5 10 -
Pauls, wood - - - - -	8	- 10 -	- 6 -	- 3 -	- 19 -
Pedestals, wood - - - - -	412	14 12 -	50 16 -	13 9 -	78 17 -
Perch, spare - - - - -	65	36 8 -	40 19 -	15 19 -	93 6 -
Pegs, tent - - - - -	1,000	17 - -	7 8 -	5 1 -	29 9 -
„ targets - - - - -	60	1 13 -	2 3 -	- 16 -	4 12 -
Pickets, park - - - - -	1,062	31 16 -	88 10 -	24 16 -	145 2 -
„ range - - - - -	330	1 12 -	8 2 -	2 - -	11 14 -
„ of sorts - - - - -	70	27 8 -	37 18 -	13 9 -	78 15 -
Pins, linch - - - - -	595	14 9 -	4 16 -	3 19 -	23 4 -
„ of sorts - - - - -	151	4 18 -	6 14 -	2 8 -	14 - -
„ stop housing - - - - -	2	- 4 -	1 16 -	- 8 -	2 8 -
Pintails, iron - - - - -	56	62 13 -	99 15 -	33 9 -	195 17 -
Pivots, metal, solid - - - - -	174	39 11 -	450 4 -	100 18 -	590 13 -
„ screwed, metal - - - - -	163	130 17 -	473 13 -	124 11 -	729 1 -
„ conical - - - - -	5	3 3 -	13 8 -	3 8 -	19 19 -
Plates, metal, of sorts - - - - -	1	- 5 -	1 3 -	- 6 -	1 14 -
„ iron - - - - -	88	7 8 -	15 7 -	4 14 -	27 9 -
„ „ for pintail of limber - - - - -	32	3 2 -	6 9 -	1 19 -	11 10 -
„ „ for shoeing wheels - - - - -	1	3 17 -	4 - -	1 12 -	9 9 -
Planes, inclined - - - - -	193	35 14 -	124 16 -	33 1 -	193 11 -
Platforms, ground, common - - - - -	5	21 4 -	90 13 -	23 1 -	134 18 -
„ „ Alderson's - - - - -	9	48 17 -	116 4 -	34 - -	199 1 -
„ „ Clerk's - - - - -	2	7 16 -	16 15 -	5 1 -	29 12 -
„ „ of sorts - - - - -	8	62 11 -	172 5 -	48 7 -	283 3 -
Platforms, traversing, dwarf or casemate -	256	2,234 1 -	8,830 1 -	2,279 4 -	13,343 6 -
„ cast iron, 6 feet diameter - - - - -	1	4 17 -	4 3 -	1 17 -	10 17 -
Plugs, armory rifles - - - - -	131,041	147 16 -	1,482 6 -	335 16 -	1,965 18 -
„ wood, for slides - - - - -	178	8 13 -	19 12 -	5 16 -	34 1 -
„ metal - - - - -	886	12 9 -	25 14 -	7 17 -	46 - -
Pockets, tube leather - - - - -	207	7 14 -	20 11 -	5 16 -	34 1 -
„ vent-piece - - - - -	3	- 11 -	1 2 -	- 7 -	2 - -

No. 1.—ROYAL CARRIAGE DEPARTMENT, WOOLWICH—(B.) Return of Stores made New, &c.—*continued.*

DESCRIPTION OF ARTICLES.	Total Number delivered to Principal Superintendent of Stores.	COST.			TOTAL COST.
		Labour.	Material.	Indirect Expenditure.	
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Poles, ash - - - - -	200	4 2 -	9 11 -	2 16 -	16 9 -
" gyn - - - - -	3	- 5 -	4 16 -	1 1 -	6 2 -
" with chains - - - - -	20	5 3 -	16 14 -	4 10 -	26 7 -
" of sorts - - - - -	13	4 9 -	5 16 -	2 2 -	12 7 -
" uphir - - - - -	130	24 10 -	37 11 -	12 16 -	74 17 -
Pontoons, infantry - - - - -	8	14 2 -	17 12 -	6 11 -	38 5 -
" cavalry - - - - -	3	9 16 -	33 - -	8 16 -	51 12 -
" superstructure, for infantry - - - - -	20	15 15 -	14 18 -	6 6 -	36 19 -
" " cavalry - - - - -	50				
" pieces - - - - -	795	168 16 -	154 5 -	66 11 -	389 12 -
Posts, for crab capstan - - - - -	1	- 1 -	- 9 -	- 2 -	- 12 -
Prolongs, heavy - - - - -	92	11 12 -	29 18 -	8 11 -	50 1 -
" light - - - - -	165	6 15 -	39 4 -	9 9 -	55 8 -
Rafts for floating targets - - - - -	6	17 13 -	30 15 -	9 19 -	58 7 -
Racers, raised - - - - -	611	442 2 -	2,148 13 -	533 14 -	3,124 9 -
Racksticks for lashings - - - - -	188	1 17 -	6 1 -	1 13 -	9 11 -
Racks for shot - - - - -	6	7 1 -	2 13 -	2 - -	11 14 -
Rakes, wood - - - - -	24	- 18 -	- 6 -	- 5 -	1 9 -
Rammers, Armstrong gun - - - - -	2,829	129 14 -	309 17 -	90 11 -	530 2 -
" smooth bore - - - - -	1,382	29 19 -	215 11 -	50 11 -	296 1 -
" earth - - - - -	124	6 7 -	12 9 -	3 17 -	22 13 -
Reels for wire - - - - -	6	2 15 -	- 12 -	- 14 -	4 1 -
Rests, rifle - - - - -	46	87 19 -	35 16 -	25 10 -	149 5 -
" tripod, with rings - - - - -	386	19 13 -	78 15 -	20 5 -	118 13 -
Rings, india rubber, of sizes - - - - -	1,143	- - -	471 10 -	97 3 -	568 13 -
" iron, of sorts - - - - -	776	4 11 -	1 8 -	1 5 -	7 4 -
" metal of sorts - - - - -	50	- 3 -	- 6 -	- 2 -	- 11 -
Rivets, with burs - - - - -	104	- 12 -	6 - -	1 7 -	7 19 -
Rods, covered with flannel - - - - -	73	4 4 -	7 18 -	2 10 -	14 12 -
" pointing - - - - -	210	25 - -	52 5 -	15 18 -	93 3 -
" for cleaning guns - - - - -	1,310	76 18 -	259 13 -	69 7 -	405 18 -
" measuring - - - - -	7	22 12 -	- 13 -	4 16 -	28 1 -
Rollers, wood, of sizes - - - - -	704	53 17 -	181 9 -	48 9 -	283 15 -
" metal - - - - -	16	1 2 -	14 17 -	3 6 -	19 5 -
" shifting - - - - -	97	6 10 -	14 12 -	4 7 -	25 9 -
Ropes, sling, for guns - - - - -	2	- 3 -	2 6 -	- 10 -	2 19 -
" drag - - - - -	744	37 13 -	194 10 -	47 16 -	279 19 -
" parbuckling - - - - -	53	3 19 -	83 18 -	18 2 -	105 19 -
" preventer, land service - - - - -	278	7 12 -	112 - -	24 13 -	144 5 -
" " sea service - - - - -	126	10 3 -	56 7 -	13 14 -	80 4 -
" lashing - - - - -	131	- 5 -	4 15 -	1 1 -	6 1 -
" sling wagon and cart - - - - -	2	1 13 -	2 6 -	- 16 -	4 15 -
" prolong - - - - -	4	- 4 -	2 - -	- 9 -	2 13 -
Rosettes, officers' - - - - -	100	- 1 -	- 3 -	- 1 -	- 5 -
" men's - - - - -	1,000	- 4 -	1 - -	- 5 -	1 9 -
Runner chock - - - - -	12	1 5 -	2 10 -	- 15 -	4 10 -
Saddles, pack, with harness (complete) - - - - -	300	17 1 -	1,180 - -	7 13 -	1,204 14 -
" cape pattern - - - - -	50	51 4 -	91 18 -	29 10 -	172 12 -
" for pontoons - - - - -	2	1 15 -	- 16 -	- 11 -	3 2 -
" flaps for O. P. - - - - -	6	- 2 -	2 - -	- 9 -	2 11 -
Saw dust - - - - - loads	28	- 19 -	1 18 -	- 12 -	3 9 -
Selvages, common - - - - -	26	- 10 -	- 19 -	- 6 -	1 15 -
Scotches, wood - - - - -	770	1 5 -	3 10 -	1 - -	5 15 -
Screws, elevating, (Armstrong's) - - - - -	43	55 18 -	31 2 -	17 18 -	104 18 -
" " smooth bore - - - - -	86	148 13 -	73 5 -	45 14 -	267 12 -
" jamming (Armstrong's) - - - - -	7	3 5 -	1 2 -	- 18 -	5 5 -
" " smooth bore - - - - -	2	- 5 -	- 6 -	- 2 -	- 13 -
" connecting (Armstrong's) - - - - -	10	1 5 -	2 10 -	- 15 -	4 10 -
" " smooth bore - - - - -	3	- 9 -	- 15 -	- 5 -	1 9 -
" loop - - - - -	2,012	- - -	7 7 -	1 10 -	8 17 -
" wood - - - - -	160	- - -	3 9 -	- 14 -	4 3 -
" metal - - - - -	2,502	2 10 -	13 17 -	3 7 -	19 14 -
" iron - - - - -	198	- 1 -	- 1 -	- - -	- 2 -
" brass - - - - -	156	- - -	- 6 -	- 1 -	- 7 -
" of sorts - - - - -	124	2 4 -	2 4 -	- 18 -	5 6 -

No. 1.—ROYAL CARRIAGE DEPARTMENT, WOOLWICH—(B.) Return of Stores made New, &c.—continued.

DESCRIPTION OF ARTICLES.	Total Number delivered to Principal Superintendent of Stores.	COST.			TOTAL COST.
		Labour.	Material.	Indirect Expenditure.	
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Scuppets, of sorts	32	5 1 -	- 18 -	1 5 -	7 4 -
Shackles, breechings	140	24 3 -	7 - -	6 8 -	37 11 -
" tackle	162	16 - -	2 6 -	3 15 -	22 1 -
" iron	8	21 1 -	4 - -	5 3 -	30 4 -
Shades for carriages	1	2 15 -	6 8 -	1 18 -	11 1 -
Shafts, near	72	1 4 -	6 16 -	1 13 -	9 13 -
" off	66	99 11 -	30 10 -	26 16 -	156 17 -
" wagon, near	59	52 1 -	48 4 -	20 13 -	120 18 -
" " off	59				
" carts, near	1	1 10 -	- 10 -	- 8 -	2 8 -
" rough carriage	7	- 7 -	2 7 -	- 11 -	3 5 -
" " wagon	10	- 17 -	6 - -	1 8 -	8 5 -
Sheaves, metal	22	- 16 -	1 10 -	- 9 -	2 15 -
" iron	2	- 1 -	- 2 -	- 1 -	- 4 -
Shoots for bales	1	3 11 -	4 14 -	1 14 -	9 19 -
Shoes, drag	700	48 12 -	48 13 -	20 1 -	117 6 -
" for sheers	2	- 8 -	1 16 -	- 9 -	2 13 -
" of sorts	22	2 - -	- 13 -	- 11 -	3 4 -
Skidding, various	32	17 12 -	117 7 -	27 16 -	162 15 -
Sleighs, for proving guns	26	89 13 -	103 7 -	39 15 -	232 15 -
Slats	9	- 5 -	- 11 -	- 3 -	- 19 -
Slides for pivot guns, 68-pounder or 10-inch	7	69 5 -	197 15 -	55 - -	322 - -
" " 32-pounder or 8-inch	1	10 - -	22 7 -	6 13 -	39 - -
" " 100-pounder	16	195 17 -	464 - -	135 19 -	795 16 -
" " O. P., naval	2	51 3 -	84 9 -	27 19 -	163 11 -
Slings, gun-	4	- 7 -	5 8 -	1 4 -	6 19 -
" wagon	4	1 9 -	6 5 -	1 12 -	9 6 -
Sockets, metal	697	128 3 -	156 16 -	58 14 -	343 13 -
" iron	5	1 1 -	- 8 -	- 6 -	1 15 -
" housing	9	1 2 -	12 18 -	2 18 -	16 18 -
" for shackles	16	2 6 -	15 2 -	3 12 -	21 - -
Spanners, iron, for slides	278	51 13 -	21 19 -	15 3 -	88 15 -
Spars for sheers	49	6 4 -	303 13 -	63 17 -	373 14 -
" targets	2	1 - -	2 4 -	- 13 -	3 17 -
Spokes, oak, cart	540	1 3 -	31 16 -	6 16 -	39 15 -
" " wagons	1,163	55 4 -	67 - -	25 3 -	147 7 -
Springs, india-rubber, large	1	- - -	5 11 -	1 3 -	6 14 -
" " small	78	- - -	75 - -	15 9 -	90 9 -
Spuds for racers	11,620	274 13 -	219 - -	101 14 -	595 7 -
Spouts for cans	5	- 1 -	- 3 -	- 1 -	- 5 -
Spunges, gun (Armstrong)	3,748	516 2 -	1,258 18 -	365 13 -	2,140 13 -
" " smooth bore	991	129 12 -	499 16 -	129 13 -	759 1 -
" " mortar	52	2 11 -	11 14 -	2 19 -	17 4 -
Staples, iron, lashing	44	- - 6	- - 6	- - -	- 1 -
" " round crowned	12	- - 6	- - 6	- - -	- 1 -
" " for hooks for S. boxes	16,000	- - -	8 13 -	1 16 -	10 9 -
Stands, for targets	2	- 16 -	- 18 -	- 7 -	2 1 -
Staves, sponge (Armstrong)	552	5 3 -	94 16 -	20 12 -	120 11 -
" for targets	40	1 6 -	5 10 -	1 8 -	8 4 -
" for flagstuffs	20	1 13 -	4 17 -	1 7 -	7 17 -
" rammer (Armstrong)	250	17 5 -	12 15 -	6 4 -	36 4 -
" for cleaning rods	50	- 15 -	16 - -	3 9 -	20 4 -
Stays { front	6	- 2 -	- 12 -	- 3 -	- 17 -
" { hind	6	- - -	- - -	- - -	- - -
" mantlet	4	1 4 -	2 3 -	- 14 -	4 1 -
Steps for traversing platforms	1	- 12 -	1 5 -	- 8 -	2 5 -
Sticks, wad	1,000	2 5 -	9 2 -	2 7 -	13 14 -
" of sorts	1	- 1 -	- 1 -	- - -	- 2 -
" and pumps for pontoon equipment	6	1 11 -	1 4 -	- 11 -	3 6 -
Stocks, rough	94	5 4 -	10 6 -	3 4 -	18 14 -
Stops, compressor	62	7 12 -	1 9 -	1 17 -	10 18 -
" metal housing	13	1 5 -	2 18 -	- 17 -	5 - -
Straps, side arms	24	- 6 -	- 8 -	- 3 -	- 17 -
" for tent doors	15,000	8 15 -	52 14 -	12 13 -	74 2 -
" shoulder	13	- 15 -	- 14 -	- 6 -	1 15 -
" picketting with chains	11,600	44 2 -	1,010 7 -	217 4 -	1,271 13 -
" fetlock without chains	3,101	4 15 -	11 7 -	3 6 -	19 8 -
" for lifting shot	4,945	107 7 -	214 12 -	66 6 -	388 5 -

NO. 1.—ROYAL CARRIAGE DEPARTMENT, WOOLWICH—(B.) Return of Stores made New, &c.—continued.

DESCRIPTION OF ARTICLES.	Total Number delivered to Principal Superintendent of Stores.	COST.			TOTAL COST.
		Labour.	Material.	Indirect Expenditure.	
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Stretchers, complete	42	61 18 -	24 3 -	17 15 -	103 16 -
Streaks, tire	172	6 14 -	12 18 -	4 1 -	23 13 -
Swingletrees for Armstrong's	108	12 - -	18 18 -	6 7 -	37 5 -
„ for common	18	2 4 -	3 3 -	1 2 -	6 9 -
Tables, wooden	4	1 18 -	2 17 -	1 - -	5 15 -
Tackles, luff	1	- 2 -	7 2 -	1 10 -	8 14 -
„ gyn	11	1 14 -	77 11 -	16 7 -	95 12 -
„ gun	24	49 12 -	19 10 -	14 5 -	83 7 -
Tampons, wood	10,856	306 3 -	555 4 -	177 9 -	1,038 16 -
Targets, wood	369	218 18 -	526 9 -	153 11 -	898 18 -
Taps for water barrel	1	- - -	- 13 -	- 3 -	- 16 -
„ for sling wagon	4	- 9 -	- 6 -	- 3 -	- 18 -
Tires for wheels, light	12	- 8 -	- 19 -	- 6 -	1 13 -
Ties for lynch-pins	4	- - -	- 2 -	- - -	- 2 -
Timber, specimen woods (pieces)	75	- 9 -	1 1 -	- 6 -	1 16 -
„ ash	2,549	1 15 -	60 15 -	12 18 -	75 8 -
„ beech	750	4 19 -	37 8 -	8 14 -	51 1 -
„ deals	No. 604	2 15 -	571 6 -	118 5 -	692 6 -
„ elm	600	1 12 -	9 11 -	2 6 -	13 9 -
„ fir	1,830	15 18 -	81 1 -	19 19 -	116 18 -
„ hornbeam	200	1 1 -	9 14 -	2 4 -	12 19 -
„ mahogany	2,369	13 19 -	215 12 -	47 6 -	276 17 -
„ oak	84	1 3 -	15 15 -	3 10 -	20 8 -
„ pine	4,211	15 3 -	84 12 -	20 11 -	120 6 -
„ teak	23,115	151 3 -	2,419 9 -	529 11 -	3,100 3 -
„ slabs of sorts	16,924	12 15 -	52 8 -	13 8 -	78 11 -
„ wood, plank paving	2,185½	145 13 -	393 10 -	111 1 -	650 4 -
„ fir scantling	516½	2 4 -	24 13 -	5 11 -	32 8 -
„ scantling, deals	160	- 5 -	3 3 -	- 14 -	4 2 -
„ African	30	- 2 -	1 4 -	- 5 -	1 11 -
„ cedar	636	1 10 -	19 3 -	4 5 -	24 18 -
„ cuttings	254	- 3 -	4 2 -	- 18 -	5 3 -
„ lime	250	1 1 -	7 19 -	1 17 -	10 17 -
„ wood (refuse)	200½	10 - -	210 14 -	45 9 -	266 3 -
„ Memel	2,201	18 - -	330 15 -	71 17 -	420 12 -
„ hard wood, pieces	350	24 18 -	299 7 -	66 16 -	391 1 -
„ sabicu	607	8 15 -	82 - -	18 14 -	109 9 -
„ lignum vitæ	5	- 13 -	2 10 -	- 13 -	3 16 -
Tins, of sorts	149	3 13 -	3 15 -	1 10 -	8 18 -
Transoms, of sorts	13	2 5 -	7 16 -	2 1 -	12 2 -
Trees, saddle	720	40 - -	2,333 17 -	489 - -	2,862 17 -
Trays, tin	36	- 5 -	- 15 -	- 4 -	1 4 -
„ wood	481	4 1 -	12 2 -	3 7 -	19 10 -
Trucks, wood, sea service	1,651	138 3 -	283 19 -	86 19 -	509 1 -
„ transporting, gun	144	43 8 -	28 16 -	14 17 -	87 1 -
„ „ howitzer	9	- 9 -	- 18 -	- 6 -	1 13 -
„ „ carronade	5	- 8 -	1 - -	- 6 -	1 14 -
„ for feet of gyn	196	3 2 -	19 12 -	4 14 -	27 8 -
„ hand	19	28 1 -	86 19 -	23 14 -	138 14 -
„ railway	19	274 14 -	86 19 -	74 10 -	436 3 -
„ hollow-soled	512	134 11 -	537 18 -	138 10 -	810 19 -
„ iron	236	49 7 -	70 16 -	24 15 -	144 18 -
„ elevating under carriage	30	- 11 -	3 - -	- 15 -	4 6 -
„ for boats	2	6 19 -	10 9 -	3 12 -	21 - -
„ wood, fore	652	54 6 -	141 18 -	40 8 -	236 12 -
„ „ hind	442	33 - -	88 8 -	25 - -	146 8 -
„ for sleighs	26	1 14 -	1 13 -	- 14 -	4 1 -
Turnbuckles	376	12 14 -	- 16 -	2 16 6	16 6 -
Tumbrils for powder	3	49 15 -	214 11 -	54 9 -	318 15 -
Tugs, lassoe	50	- 8 -	- 2 -	- 2 -	- 12 -
Uphirs, common	50	3 19 -	23 13 -	5 14 -	33 6 -
Vices (small)	1	- - -	- 19 -	- 4 -	

No. 1.—ROYAL CARRIAGE DEPARTMENT, WOOLWICH—(B.) Return of Stores made New, &c.—continued.

DESCRIPTION OF ARTICLES.	Total Number delivered to Principal Superintendent of Stores.	C O S T.			TOTAL COST.
		Labour.	Material.	Indirect Expenditure.	
		£. s. d.	£. s. d.	£. s. d.	£. s. d.
Wagons, ambulance - - - - -	41	1,449 10 -	824 6 -	15 4 -	2,289 - -
" platform - - - - -	4	94 15 -	97 4 -	39 11 -	231 10 -
" sling - - - - -	29	811 15 -	1,268 6 -	428 10 -	2,508 11 -
" forge - - - - -	12	129 5 -	370 - -	102 17 -	602 2 -
" general service (complete) - - - - -	245	5,464 5 -	3,240 11 -	41 18 -	8,746 14 -
" store - - - - -	1	23 1 -	25 6 -	9 19 -	58 6 -
" corrugated - - - - -	35	1,162 14 -	677 4 -	379 - -	2,218 18 -
" pontoon - - - - -	6	83 9 -	117 13 -	41 9 -	242 11 -
" powder - - - - -	6	99 3 -	77 8 -	36 7 -	212 18 -
Washers, drag - - - - -	841	37 - -	16 17 -	11 2 -	64 19 -
" plain - - - - -	2	- 1 -	- 1 -	- - -	- 2 -
" travelling - - - - -	10	- 7 -	- 2 -	- 2 -	- 11 -
" leather - - - - -	8	- 1 -	- 1 -	- - -	- 2 -
" iron - - - - -	5	- 4 -	- 2 -	- 1 -	- 7 -
Wax, black - - - - - lbs.	683	9 7 -	14 - -	4 16 -	28 3 -
Wedges, wood - - - - -	297	1 2 -	6 9 -	1 11 -	9 2 -
Wheels, travelling carriage - - - - -	202	149 18 -	649 6 -	164 13 -	963 17 -
" wagons - - - - -	79	131 8 -	150 2 -	58 - -	339 10 -
" carts - - - - -	70	67 15 -	187 4 -	52 10 -	307 9 -
" spare - - - - -	48	56 2 -	134 8 -	39 5 -	229 15 -
" cast iron (light) - - - - -	98	30 19 -	15 2 -	9 10 -	55 11 -
" trucks - - - - -	6	- 4 -	- 1 -	- 1 -	- 6 -
Windlasses with ratchets - - - - -	9	21 3 -	8 11 -	6 2 -	35 16 -
Wire, bundles - - - - -	1	- 1 -	- 1 -	- - -	- 2 -
Woodwork, for saddle trees, bars—pairs - - - - -	2,328	1 16 -	5 7 -	1 9 -	8 12 -
" " forks, pairs, front - - - - -	2,353	- 10 -	1 6 -	- 7 -	2 3 -
" " forks, pairs, back - - - - -	2,316	85 5 -	298 6 -	79 - -	462 11 -
Woodwork, for saddle trees (pieces) - - - - -	525	5 9 -	9 14 -	3 3 -	18 6 -
Wrenches for slides - - - - -	26	2 7 -	- 13 -	- 12 -	3 12 -
" cross-hand with bars (sets) - - - - -	59	12 10 -	9 10 -	4 11 -	26 11 -
" knock-up - - - - -	3	- 19 -	- 6 -	- 5 -	1 10 -
" jamming and connecting - - - - -	60	4 5 -	- 15 -	1 - -	6 - -
" small - - - - -	42	2 16 -	- 11 -	- 14 -	4 1 -
" store cart - - - - -	30	- - -	1 10 -	- 6 -	1 16 -
Wood in the rough, for carriages:					
40-pounder common Armstrong - - - - -	20	14 17 -	73 17 -	18 5 -	106 19 -
20-pounder boat service Armstrong - - - - -	44	5 18 -	29 16 -	7 7 -	43 1 -
9-pounder " " - - - - -	90	12 - -	51 14 -	13 2 -	76 16 -
6-pounder smooth bore, brass - - - - -	36	5 6 -	24 14 -	6 4 -	36 4 -
£.		59,592 13 -	107,743 14 -	30,622 18 -	197,959 5 -
Deduct, value of Manufactured Articles procured by Contract, and issued during the Year, included in the foregoing List of Articles - - - - -					23,914 19 3
TOTAL - - - £.					174,044 5 9

H. Clerk,
Superintendent Royal Carriage Department.

No. 1.—ROYAL CARRIAGE DEPARTMENT, WOOLWICH ARSENAL—*continued.*

(C.)—RETURN of STORES Converted in the ROYAL CARRIAGE DEPARTMENT, between the 1st April 1862 and the 31st March 1863, and delivered to the Principal Superintendent of Stores.

DESCRIPTION OF ARTICLES.	Total Number delivered to Principal Superintendent of Stores.	Labour and Material.	Indirect Expenditure.	TOTAL COST.
		£. s. d.	£. s. d.	£. s. d.
Axletrees, wood, fore and hind, smooth-bore - - -	2	- 1 -	- - -	- 1 -
Barrels, floating - - - - -	12	11 6 -	2 7 -	13 13 -
Barrows, with metal trucks and axles - - - - -	1	2 4 -	- 9 -	2 13 -
" ambulance - - - - -	1	2 - -	- 8 -	2 8 -
" wheel - - - - -	6	7 2 -	1 9 -	8 11 -
" powder - - - - -	15	5 19 -	1 5 -	7 4 -
" sack - - - - -	3	1 5 -	- 5 -	1 10 -
Bars, splinter - - - - -	10	2 1 -	- 8 -	2 9 -
" directing - - - - -	2	89 5 -	18 8 -	107 13 -
Batteries, adjusted Armstrong's 18-pounder - - -	4	17 9 -	3 12 -	21 1 -
" " 40-pounder - - - - -	2	- 8 -	- 1 -	- 9 -
" inspected, 40-pounder - - - - -	-	- - -	- - -	- - -
Beds, for carriages (Armstrong's), land service - -	1	2 3 -	- 9 -	2 12 -
" " smooth-bore, land service - - - - -	9	3 8 -	- 15 -	4 3 -
" " sea service - - - - -	37	1 9 -	- 6 -	1 15 -
Beds for mortars, wood - - - - -	4	1 9 -	- 6 -	1 15 -
Blocks (Bothway's), 24-inch - - - - -	10	1 9 -	- 6 -	1 15 -
Boxes, ammunition (Armstrong's), land service - -	2,361	1,073 12 -	221 3 -	1,294 15 -
" " smooth-bore, land service - - - - -	38	40 6 -	8 6 -	48 12 -
" " sea service - - - - -	6	3 8 -	- 14 -	4 2 -
" tin, small stores - - - - -	294	39 1 -	8 1 -	47 2 -
" shot or shell (Armstrong's) - - - - -	2,050	8 2 -	1 13 -	9 15 -
" " smooth bore - - - - -	20,804	25 4 -	5 4 -	30 8 -
" rocket - - - - -	450	4 10 -	- 19 -	5 9 -
" small-arm ammunition - - - - -	2,200	12 3 -	2 10 -	14 13 -
" tool - - - - -	20	46 17 -	9 13 -	56 10 -
Buckets, sponge - - - - -	1,013	21 2 -	4 7 -	25 9 -
Cacolets - - - - - pairs	2	6 15 -	1 8 -	8 3 -
Cans, oil, lubricating - - - - -	54	6 9 -	1 7 -	7 16 -
Canteens, painted and lettered - - - - -	1,125	11 - -	2 5 -	13 5 -
Capstans, crab - - - - -	2	2 1 -	- 8 -	2 9 -
Caps, wood, pivot - - - - -	12	- 1 -	- - -	- 1 -
Carriages:				
Travelling, L. S. (Armstrong's) 40-pounder - -	20	1,228 4 -	253 - -	1,481 4 -
" " 20 or 25-pounder - - - - -	8	509 9 -	104 19 -	614 8 -
" " 9 or 12-pounder - - - - -	76	3,238 14 -	667 3 -	3,905 17 -
" " 6-pounder - - - - -	15	202 14 -	41 15 -	244 9 -
" wagon, ammunition for 40-pounder - -	201	3,731 16 -	768 15 -	4,500 11 -
" " for 20 or 25-pounder - - - - -	13	755 - -	155 11 -	910 11 -
" " 9 or 12-pounder - - - - -	77	2,347 18 -	483 13 -	2,831 11 -
" " 6-pounder - - - - -	9	25 3 -	5 4 -	30 7 -
Garrison, sliding, L. S. (Armstrong's) 300-pounder -	1	12 3 -	2 10 -	14 13 -
Sliding pivot, S. S. (Armstrong's) 100-pounder -	13	17 8 -	3 12 -	21 - -
Rear chock S. S. (Armstrong's) 100-pounder - -	1	- 5 -	- 1 -	- 6 -
" " 20 or 25-pounder - - - - -	2	3 2 -	- 13 -	3 15 -
Common, S. S. (Armstrong's) 40-pounder - -	84	517 1 -	106 10 -	623 11 -
" " 70-pounder - - - - -	5	45 19 -	9 9 -	55 8 -
Boat service (Armstrong's) 20 or 25-pounder - -	15	53 13 -	11 1 -	64 14 -
" " 12-pounder - - - - -	20	24 11 -	5 1 -	29 12 -
" " 6-pounder - - - - -	9	54 3 -	11 3 -	65 6 -
Boat service, S. B. S. S., 24-pounder, howitzer -	30	42 11 -	8 15 -	51 6 -
" " 12-pounder, howitzer - - - - -	14	36 7 -	7 10 -	43 17 -
" " 5½-inch, howitzer - - - - -	1	- 15 -	- 3 -	- 18 -
" " 6-pounder gun - - - - -	3	6 14 -	1 8 -	8 2 -
Wood, garrison, common standing, S. B., L. S., 32-pr. gun	65	208 10 -	42 19 -	251 9 -
" " 24-pr. - - - - -	9	29 19 -	6 3 -	36 2 -
Field marine, S. S. S. B., 12-pounder - - - -	1	38 - -	7 16 -	45 16 -
" " 24-pounder howitzer - - - - -	7	60 4 -	12 8 -	72 12 -
Iron, garrison, common standing, S. B., L. S., 24-pr. gun	1	1 5 -	- 5 -	1 10 -
Carronade " S. S., 18-pr. - - - - -	2	8 8 -	1 15 -	10 3 -
Rear chock, S. B., L. S., 8-inch gun - - - -	3	4 1 -	- 17 -	4 18 -
Carronade, block trail, S. B., L. S., 12-pounder gun -	5	18 17 -	3 18 -	22 15 -
" " 24-pounder gun - - - - -	2	18 9 -	3 16 -	22 5 -

No. 1.—ROYAL CARRIAGE DEPARTMENT, WOOLWICH—(C.) Return of Stores Converted, &c.—continued.

DESCRIPTION OF ARTICLES.	Total Number delivered to Principal Superintendent of Stores.	Labour and Material.		Indirect Expenditure.		TOTAL COST.	
		£.	s. d.	£.	s. d.	£.	s. d.
Carriages:							
Garrison sliding, for traversing platform, S. B., L. S. - 68 pr. gun -	9	67	7 -	13	17 -	81	4 -
" " " " - 8-in. gun -	8	49	15 -	10	5 -	60	- -
" " " " - 32-pr. gun -	6	83	18 -	17	6 -	101	4 -
" " " " - 56-pr. gun -	1	7	8 -	1	10 -	8	18 -
Travelling brass ordnance, S. B., L. S. - 6-pr. gun -	33	1,209	14 -	249	4 -	1,458	18 -
For funeral purposes, L. S., S. B. -	21	165	18 -	34	4 -	200	2 -
Travelling, brass ordnance, S. B., L. S. - 32-pr. howitzer -	5	307	18 -	63	9 -	371	7 -
" " " " - 12-pr. -	27	551	11 -	113	12 -	665	3 -
" " " " - 4½-in. -	2	9	- -	1	17 -	10	17 -
Travelling, S. B., L. S., ammunition wagon - 32-pr. -	12	639	9 -	131	15 -	771	4 -
" " " " - 12-pr. -	1	49	8 -	10	4 -	59	12 -
" " " " - 18-pr. -	5	28	14 -	5	18 -	34	12 -
" " " " - 6-pr. -	27	1,293	10 -	266	9 -	1,559	19 -
" " " " - 24-pr. howitzer -	1	4	10 -	-	19 -	5	9 -
" " " " - 12-pr. " -	18	836	9 -	172	6 -	1,008	15 -
Indian pattern, S. B. -	2	3	15 -	-	15 -	4	10 -
Common truck, smooth bore, sea service - 32-pr. gun -	43	98	2 -	20	4 -	118	6 -
" " " " - 9-pr. gun -	8	33	7 -	6	17 -	40	4 -
Rear chock, S. B., S. S. - 68-pr. or 10-in. gun -	1	13	7 -	2	15 -	16	2 -
" " " " - 32-pr. -	2	2	- -	-	8 -	2	8 -
" " " " - 24-pr. howitzer -	2	10	12 -	2	4 -	12	16 -
Sliding pivot for slides, S. B., S. S., 68-pr. gun -	16	72	4 -	14	17 -	87	1 -
" " " " - 8-in. gun -	31	282	9 -	58	4 -	340	13 -
" " " " - 32-pr. gun -	11	33	15 -	6	19 -	40	14 -
For R. M. Academy, L. S., " Limbers, &c., complete -	14	50	16 -	10	9 -	61	5 -
For Holroyd's gun, 9-pr. -	1	17	4 -	3	11 -	20	15 -
Jeffery's, S. B., L. S., 5-in. gun -	1	-	7 -	-	1 -	-	8 -
Travelling, L. S., S. B., 18-pr. -	10	91	12 -	18	17 -	110	9 -
" " " " - 32-pr. -	1	1	9 -	-	6 -	1	15 -
" " " " - 24-pr. -	6	48	6 -	9	19 -	58	5 -
" " " " - 9-pr. -	1	12	13 -	2	12 -	15	5 -
" " " " with limbers, &c., 9-pounder, Whitworth's M. L. -	6	293	6 -	60	8 -	353	14 -
Garrison sliding for dwarf, traversing platforms, Whitworth's 7-in., M. L. gun -	4	75	12 -	15	11 -	91	3 -
Carts, to tip -	1	7	12 -	1	11 -	9	3 -
" forage -	6	6	6 -	1	6 -	7	12 -
" forge -	19	359	10 -	74	1 -	433	11 -
" medicine -	37	434	3 -	89	9 -	523	12 -
" water -	16	69	14 -	14	7 -	84	1 -
" store -	11	169	3 -	34	17 -	204	- -
" of sorts -	13	32	19 -	6	16 -	39	15 -
" sling -	5	150	8 -	31	- -	181	8 -
" Maltese, complete -	50	50	7 -	10	7 -	60	14 -
" Irish ambulance -	8	83	12 -	17	4 -	100	16 -
Cartouches, leather, Armstrong's -	98	19	10 -	4	- -	23	10 -
" " canvas, Armstrong's -	340	62	3 -	12	16 -	74	19 -
" " smooth bore -	283	19	18 -	4	2 -	24	- -
Cases, packing - {ordinary implements -	178	51	7 -	10	12 -	61	19 -
" powder, whole -	234	64	9 -	13	6 -	77	15 -
" " half -	6,769	574	1 -	118	5 -	692	6 -
" " quarter -	891	228	10 -	47	1 -	275	11 -
" " " -	204	25	19 -	5	7 -	31	6 -
Chocks, dismounting -	28	6	12 -	1	7 -	7	19 -
Cloth, loin -	252	18	16 -	3	17 -	22	13 -
Coins, gun (Armstrong) L. S. -	1	-	- -	-	- -	-	- -
" " smooth bore -	16	4	18 -	1	- -	5	18 -
" " howitzer -	5	-	8 -	-	2 -	-	10 -
" " mortar -	3	1	16 -	-	7 -	2	3 -
Compressors, wood -	1	-	18 -	-	4 -	1	2 -
Wadmilt -	3	2	11 -	-	11 -	8	2 -
Curves, metal, in pieces -	95	3	- -	-	12 -	3	12 -
Drivers, pile -	1	7	17 -	1	12 -	9	9 -
Drugs, large -	3	6	11 -	1	7 -	7	18 -
Flanges for platforms -	60	-	18 -	-	4 -	1	2 -
Forges, portable -	12	5	13 -	1	3 -	6	16 -

No. 1.—ROYAL CARRIAGE DEPARTMENT, WOOLWICH—(C.) Return of Stores Converted, &c.—*continued.*

DESCRIPTION OF ARTICLES.	Total Number delivered to Principal Superintendent of Stores.	Labour and Material.	Indirect Expenditure.	TOTAL COST.
		£. s. d.	£. s. d.	£. s. d.
Forks, of sorts - - - - -	24	- 12 -	- 2 -	- 14 -
Frames, wood - - - - -	1	1 3 -	- 5 -	1 8 -
Gyns, triangle, large - - - - -	5	67 8 -	13 18 -	81 6 -
" " small - - - - -	10	130 14 -	26 18 -	157 12 -
Handles for forks - - - - -	3,050	67 12 -	13 19 -	81 11 -
Handspikes, stop - - - - -	26	- 5 -	- 1 -	- 6 -
" traversing (Armstrong) - - - - -	32	- 17 -	- 4 -	1 1 -
" common, of sizes - - - - -	354	17 1 -	3 10 -	20 11 -
" with rollers, of sizes - - - - -	79	6 2 -	1 5 -	7 7 -
Haversacks, lettered and numbered - - - - -	299	- 11 -	- 2 -	- 13 -
Harness, driving - - - - - sets	50	31 2 -	6 8 -	37 10 -
" draught - - - - -	6	3 7 -	- 14 -	4 1 -
" bridles dubbed - - - - -	62	- 12 -	- 2 -	- 14 -
" pieces, of sorts - - - - -	66	4 15 -	1 - -	5 15 -
Hobbles - - - - - sets	20	12 19 -	2 13 -	15 12 -
Holdalls, leather - - - - -	6	- 17 -	- 4 -	1 1 -
Jacks, lifting - - - - -	6	- 4 -	- 1 -	- 5 -
" screw - - - - -	10	5 1 -	1 1 -	6 2 -
Kettles, camp - - - - -	500	9 10 -	1 19 -	11 9 -
Ladders, standing - - - - -	9	- 17 -	- 4 -	1 1 -
" ammunition - - - - -	28	- 8 -	- 2 -	- 10 -
Levers, handcrow - - - - -	389	127 9 -	28 5 -	153 14 -
Limbers, for carriages (Armstrong's) - - - - -	3	25 3 -	5 4 -	30 7 -
" " smooth bore - - - - -	13	80 19 -	16 14 -	97 13 -
" with wheels, &c. - - - - -	7	40 15 -	8 8 -	49 3 -
Locks, spring - - - - -	-	23 10 -	4 17 -	28 7 -
Magazines, portable - - - - -	2	- 8 -	- 2 -	- 10 -
Panniers, tools - - - - - pairs	26	4 19 -	1 - -	5 19 -
Perch, spare - - - - -	6	2 19 -	- 12 -	3 11 -
Pickets, park - - - - -	1,998	78 14 -	16 4 -	94 18 -
Pins, of sorts - - - - -	6	- 5 -	- 1 -	- 6 -
Platforms, ground, common - - - - -	10	134 18 -	27 16 -	162 14 -
" " Alderson's - - - - -	11	1 19 -	- 8 -	2 7 -
" " Clerk's - - - - -	3	- 17 -	- 4 -	1 1 -
" Madras - - - - -	1	- 4 -	- 1 -	- 5 -
" traversing, dwarf or casemate - - - - -	31	723 14 -	149 2 -	872 16 -
Plugs, armory rifles - - - - -	39,624	424 19 -	87 11 -	512 10 -
Pockets, tube leather - - - - -	6	- 16 -	- 3 -	- 19 -
Pontoons, Blanchard's - - - - -	12	1 - -	- 4 -	1 4 -
" wagons - - - - -	1	29 7 -	6 1 -	35 8 -
" carriages - - - - -	13	36 5 -	7 9 -	43 14 -
" pieces - - - - -	16	4 9 -	- 18 -	5 7 -
Racers, raised - - - - - sets	7	8 19 -	1 17 -	10 16 -
Rammers, smooth bore - - - - -	2	- 1 -	- - -	- 1 -
Saddles, officers' - - - - -	4	5 3 -	1 1 -	6 4 -
" pack, with harness (complete) - - - - -	11	12 1 -	2 10 -	14 11 -
" pieces - - - - -	8	- 8 -	- 2 -	- 10 -
" cases, pannel, stuffed and fitted - - - - -	1,522	172 3 -	35 9 -	207 12 -
Screws, elevating, smooth bore - - - - -	8	- 4 -	- 1 -	- 5 -
" jamming, smooth bore - - - - -	5	- 3 -	- 1 -	- 4 -
" connecting, smooth bore - - - - -	5	- 1 -	- - -	- 1 -
Shafts, near - - - - -	8	- - -	- 18 -	5 3 -
" off - - - - -	8	4 5 -	- - -	- - -
Shovels, iron - - - - -	500	1 5 -	- 5 -	1 10 -
Sleighs, for proving guns (Armstrong's) - - - - -	29	39 7 -	8 2 -	47 9 -
" smooth bore - - - - -	15	19 18 -	4 2 -	24 - -
Sleepers, wood - - - - -	2	2 1 -	- 8 -	2 9 -
Slides for pivot guns, 68-pounder or 10-inch - - - - -	28	500 19 -	103 4 -	604 3 -
" " 32-pounder or 8-inch - - - - -	6	137 2 -	28 5 -	165 7 -
" " 100-pounder - - - - -	6	104 9 -	21 10 -	125 19 -
Sockets, metal, of sorts - - - - -	1	5 3 -	1 1 -	6 4 -
Spunges, gun (Armstrong) - - - - -	62	18 19 -	3 18 -	22 17 -
" " smooth bore - - - - -	2	- 1 -	- - -	- 1 -

No. 1.—ROYAL CARRIAGE DEPARTMENT, WOOLWICH—(C.) Return of Stores Converted, &c.—*continued.*

DESCRIPTION OF ARTICLES.	Total Number delivered to Principal Superintendent of Stores.	Labour and Material.	Indirect Expenditure.	TOTAL COST.
		£. s. d.	£. s. d.	£. s. d.
Stamps, recut - - - - -	15	- 15 -	- 3 -	- 18 -
Staves, spunge (Armstrong) - - - - -	400	- 8 -	- 2 -	- 10 -
" smooth bore - - - - -	820	78 8 -	16 3 -	94 11 -
Sticks, portfire - - - - -	885	8 19 -	1 17 -	10 16 -
Straps, valise - - - - -	5,012	13 7 -	2 15 -	16 2 -
Swingletrees for Armstrong's - - - - -	66	15 12 -	3 4 -	18 16 -
Targets, wood, of sizes - - - - -	13	30 14 -	6 6 -	37 - -
Timber sawn, feet superficial, deals - - - - -	116,700	546 10 -	112 12 -	659 2 -
" " elm - - - - -	2,500	193 10 -	39 17 -	233 7 -
" " oak - - - - -	4,000			
Tins, oil, lubricating - - - - -	2	- 5 -	- 1 -	- 6 -
Trucks, transporting, gun - - - - -	5	- 1 -	- - -	- 1 -
Wadhooks, gun, smooth bore - - - - -	1	- 1 -	- - -	- 1 -
Wagons, ambulance - - - - -	9	268 4 -	55 5 -	323 9 -
" forage - - - - -	43	362 - -	74 11 -	436 11 -
" platform - - - - -	24	548 11 -	113 - -	661 11 -
" small arm ammunition - - - - -	6	297 1 -	61 4 -	358 5 -
" forge - - - - -	9	157 1 -	32 7 -	189 8 -
" flanders - - - - -	11	122 3 -	25 3 -	147 6 -
" general service (complete) - - - - -	30	226 7 -	46 13 -	273 - -
" store - - - - -	24	379 19 -	78 5 -	458 4 -
" powder - - - - -	1	4 19 -	1 - -	5 19 -
" baggage - - - - -	2	23 11 -	4 17 -	28 8 -
" hospital - - - - -	75	3,089 2 -	636 7 -	3,725 9 -
" cooking - - - - -	24	565 15 -	116 11 -	682 6 -
Wheels, travelling carriage - - - - -	217	264 9 -	54 10 -	318 19 -
" wagons - - - - -	293	220 5 -	45 7 -	265 12 -
" carts - - - - -	136	132 3 -	27 4 -	159 7 -
" cast iron (light) - - - - -	8	- 2 -	- - -	- 2 -
" spare - - - - -	134	265 9 -	54 14 -	320 3 -
TOTAL - - - - -	£.	34,557 6 -	7,118 12 -	41,675 18 -

*H. Clerk, Superintendent,
Royal Carriage Department.*

(D.)—CAPITAL ACCOUNT of the ROYAL CARRIAGE DEPARTMENT, for the Year 1862-63.

Dr.	£. s. d.	£. s. d.		£. s. d.	£. s. d.	Cr.
To Balance for Net Amount of Capital on the 1st April 1862, <i>see</i> Statement of last year:			By Production, 1862-63. For one year's Depreciation on Plant, &c., viz.:			
Buildings - - - - -	70,822 19 9	111,634 11 10	5 per cent. on Buildings (70,822 l. 19s. 9d. + 5,453 l. 18 s. 8 d., <i>see per contra</i>) -	3,813 16 11	8,004 17 1	
Machinery - - - - -	40,811 12 1		10 per cent. on Machinery (40,811 l. 12s. 1d. + 1,098 l. 9 s. 9 d., <i>see per contra</i>) -	4,191 - 2		
Army Supplies, 1861-62:		6,552 8 5	Machinery (Old) sold by Principal Superintendent of Stores - - - - -	- - -	351 9 3	
For Amount expended, 1861-62:			Machinery forwarded to Portsmouth Factory, June 1862 - - - - -	- - -		
New Buildings - - - - -	5,453 18 8	6,310 12 3	By Balance for Net Amount of Capital on the 31st March 1863, viz.:			
New Machinery - - - - -	1,098 9 9		Buildings - - - - -	77,148 1 3		
Army Supplies, 1862-63:			Machinery - - - - -	38,741 11 5		
For Amount expended, 1862-63:						
New Buildings - - - - -	4,685 - 3					
New Machinery - - - - -	1,925 12 -					
		£.		£.		
		124,497 12 6		124,497 12 6		

War Office,
May 1864. }

*W. Brown,
Accountant General.*

*H. Clerk, Superintendent,
Royal Carriage Department.*

-- No. 2. --

ROYAL GUN FACTORIES, WOOLWICH ARSENAL.

(A.)--BALANCE SHEET of the ROYAL GUN FACTORIES, ROYAL ARSENAL, WOOLWICH, 1862-63.

Dr.

Cr.

To Balance:	£.	s.	d.	£.	s.	d.	By Balance:	£.	s.	d.	£.	s.	d.
For Stores in Stock, 1st April 1862 - - - - -	58,765	8	3				For Stores in Stock, 31st March 1863 - - - - -	86,411	9	9½			
For semi-manufactures in Stock on the 1st April 1862	58,654	13	9				For semi-manufactured Articles in Stock, 31st March 1863 - - - - -	55,680	12	6	142,092	2	3½
				117,420	2	-							
To Army Supplies, 1862-63—For Cash advanced through Paymaster General, and expended on the following Services, during the Year ended 31st March 1863:							By Capital Account:						
Salaries - - - - -	3,873	9	11				For New Buildings added during 1862-63 - - -	3,068	1	8½			
Wages - - - - -	122,891	11	-				For New Machinery added during 1862-63 - - -	1,836	6	-	4,904	7	8½
Wages to Men invalided upon Medical Certificate - -	999	8	8				By Production Account:						
Stores, Materials, &c. - -	143,684	14	10				For Miscellaneous Services performed during 1862-63, as per Statement B. - - -	125,013	10	5			
Miscellaneous Services - -	307	9	5				For Armstrong Guns produced during 1862-63, as per Statement B:—						
Gas - - - - -	880	7	7				Prs.	£.	s.	d.			
Repairs to Gas Fittings -	487	7	2½				4 - 300 - - - at	1,244	13	-	4,978	12	-
Water - - - - -	300	-	-				121 - 110 - - - at	314	19	8	38,113	4	6
Police - - - - -	1,398	11	5				79 - 110, light, at	437	14	-	34,578	5	6
Military Horses, Carts, Drivers, &c. - - - - -	1,401	1	4				243 - 40, G patt ^r , at	178	10	10	43,385	7	1
Divine Service - - - - -	145	-	-				12 - 40, wedge, at	195	8	9	2,345	4	7
Medical Department - -	176	10	-				2 - 20 - - - at	103	4	7	206	9	2
Library - - - - -	13	15	-				3 - 12 - - - at	66	5	1	198	15	4
Schools, Royal Arsenal -	108	8	7				128 - 9 - - - at	54	1	8	6,922	9	2
Repairs to Buildings - -	2,673	2	6½				48 - 6 - - - at	29	15	6	1,429	5	4
New Buildings - - - - -	3,068	1	8½								257,171	3	1
New Machinery - - - - -	1,836	6	-				By Sundry Departments:						
Superannuations - - - -	695	15	8				For value of Stores, &c. issued to various Departments during Year ended 31st March 1863 - - - - -	1,033	14	8			
Gratuities in lieu of ditto -	102	6	8				For Amount expended for Men's travelling to Outstations - - - - -	51	14	7			
				285,043	7	6½	For Wrought-iron Turnings, transferred to Principal Superintendent of Stores -	4,335	2	4½			
To Miscellaneous Services, 1862-63:							For obsolete Stores transferred to Principal Superintendent of Stores - - -	205	17	9	5,626	9	4½
For Amount not defrayed out of Army Supplies:													
Stationery - - - - -	775	4	11										
Rates - - - - -	400	-	-										
Rental of Quarters - -	155	-	-										
				1,330	4	11							
To Sundry Departments, 1862-63:							Memorandum.—The above results are exclusive of any charge for depreciation of plant, &c. If a charge be raised for this item, viz.:—at 5 and 10 per cent. on buildings and machinery respectively, it would amount to 19,445 <i>l.</i> 10 <i>s.</i> 1 <i>d.</i> , and the cost of production would be enhanced by 7·57 per cent. See separate statement of “Capital Account.”						
For value of Stores, &c. received from various sources during the Year ending 31st March 1863 - - - - -	5,949	8	8				The indirect expenditure is distributed over the work performed, as a per-centage upon the direct labour charged thereto.						
For work performed by other Departments - - - - -	50	19	4½										
				6,000	8	-½							
	£.			409,794	2	6				£.	409,794	2	6

Memorandum.—The above results are exclusive of any charge for depreciation of plant, &c. If a charge be raised for this item, viz.:—at 5 and 10 per cent. on buildings and machinery respectively, it would amount to 19,445*l.* 10*s.* 1*d.*, and the cost of production would be enhanced by 7·57 per cent. See separate statement of "Capital Account." The indirect expenditure is distributed over the work performed, as a per-centage upon the direct labour charged thereto.

War Office, }
May 1864. }

W. Brown,
Accountant General.

John Anderson,
Assistant Superintendent, R. G. F.

No. 2.—ROYAL GUN FACTORIES, WOOLWICH ARSENAL—continued.

(B.)—STATEMENT of the EXPENDITURE of all SERVICES executed in the ROYAL GUN FACTORIES during the Year 1862-3.

Number of Order.	AUTHORITY.	DESCRIPTION.	Number Made.	Labour.	Material.	Proportionate Share of other Expenses.	Total Cost.
				£. s. d.	£. s. d.	£. s. d.	£. s. d.
639	26 April 1862 (73-3-293)	-	-	-	-	-	-
	{ 25 Jan. 1862 (57-2-6120) - } 25 March 1862 (57-Wool.-3947) - } { 28 March 1862 (73-3-2848) - } 4 Oct. 1862 (73-3-3290)	Manufacturing the following natures of Armstrong Guns, including Vent-pieces, Breech Screws, Levers, Tappets, Pins Keep, Gauges, and the repair of Tools, &c. : 300-pounder (not quite completed) - - - - - 110-pounder, heavy - - - - - 110-pounder, light - - - - - (The material of which these guns are made was originally intended for the first pattern 100-pounders; a portion of the material was afterwards used for the new pattern 110-pounder, heavy, and the remaining material was used for the above light guns.) 40-pounder (G. pattern) - - - - - 40-pounder, wedge - - - - - 20-pounder - - - - - 12-pounder (including making good defective tubes) - - - - - 9-pounder - - - - - 6-pounder - - - - - (The whole of these guns were not proved up to the 31st March 1863, in consequence of the proof being suspended; but should there be any defects they will be made good, and the charge appear in next year's balance-sheet.) Packing vents, special tools, facing implements, and small stores, for issue by the Principal Superintendent of Stores.	4 121 79 243 12 2 3 128 48 - -	1,124 10 6 9,319 10 8 8,547 2 11 12,733 1 6 1,272 1 2 87 16 8 26 1 1 2,893 13 11 760 6 11 368 1 8	3,387 12 5 24,927 14 6 22,486 2 6 25,371 5 - 545 11 5 82 3 10 161 18 1 2,828 11 2 353 11 7 248 14 1	406 9 1 3,865 13 4 3,545 - 1 5,281 - 7 527 12 - 36 8 8 10 16 2 1,200 4 1 315 6 10 152 13 7	4,978 12 - 38,113 4 6 34,578 5 6 43,385 7 1 2,345 4 7 206 9 2 198 15 4 6,922 9 2 1,429 5 4 709 9 4
1							
2							
4	{ 25 Jan. 1862 (51-12-6120) - } 29 March 1862 (73-3-2848) - } 17 April 1862 (73-3-2943) - } 12 July 1862 (73-3-3126) - } 13 Dec. 1862 (73-3-3444) - }						
5	{ 22 Nov. 1861 (73-3-243) - } 4 Dec. 1862 (73-3-3144) - }						
7	{ 20 Feb. 1863 (73-3-3644) - } 29 July 1861 (73-3-2182) - } 17 April 1862 (73-3-2943) - } 14 Jan. 1862 (73-3-3065) - } 20 Feb. 1863 (73-3-3644) - }						
9	23 Nov. 1861 (73-3-2431)						
10							
12							
16	{ 21 Feb. 1860 (73-3-832) - } 29 Jan. 1860 (73-3-1700) - }						

Number of Order.	AUTHORITY.	DESCRIPTION.	Number Made.	Labour.		Material.		Proportionate Share of other Expenses		Total Cost.	
				£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
17	{ 29 Jan. 1860 (73-3-1700) - 21 Feb. 1860 (73-3-832) - 18 April 1862 }	Sighting, Browning, and Finishing various natures of Arm- strong Guns, including the preparation of Gauges, Tools, &c., but exclusive of Sights:	146	1,760	10 9	68	2 7	730	4 5	2,556	17 9
18	{ 18 April 1862 21 April 1862 } (73-3-2934)	110-pounder, heavy - - - - - 110-pounder, light - - - - - (A number of these guns had to be altered when nearly finished, consequent upon alterations in vent opening, and the addition of gun metal saddles.)	61	844	- 2	11	8 2	350	- 11	1,205	9 3
19	21 Feb. 1860 (73-3-832) -	70-pounder - - - - -	10	69	1 10	10	10 -	28	13 2	108	5 -
20	{ 13 April 1862 21 April 1862 } (73-3-2934)	40-pounder, wedge (not quite completed) - - - - -	12	62	4 5	12	19 1	25	16 2	100	19 8
21	{ 21 Feb. 1860 (73-3-832) - 29 Jan. 1860 (73-3-1700) - 18 April 1862 }	40-pounder, G. pattern (including special gauges, &c.) -	554	4,075	8 4	126	8 2	1,690	- 8	5,891	17 2
22	{ 21 April 1862 18 April 1862 }	20 pounder (not quite completed) - - - - -	2	7	2 11	-	9 -	2	19 4	10	11 3
23	{ 13 April 1862 21 April 1862 }	12-pounder - - - - -	1	4	- 4	-	7 6	1	13 4	6	1 2
25	" -	9 pounder - - - - -	137	790	6 9	10	5 9	327	14 8	1,128	7 2
26	{ 13 April 1862 21 April 1862 }	6-pounder - - - - -	41	191	18 8	4	12 7	79	12 3	276	3 6
28	{ 13 April 1862 21 April 1862 }	40-pounder, old pattern (including facing, polishing, and bluing 636 vent-pieces after proof.)	14	249	12 9	2	5 9	103	10 -	355	8 6
30	21 Feb. 1860 (73-3-832) -	300-pounder (still in course of completion) - - - - -	1	3	16 10	-	-	1	11 10	5	8 8
31	{ 13 April 1862 21 April 1862 } (73-3-2934)	Vent-pieces, Manufacturing, various natures of Vent-pieces for Store, to meet demands, including tools, and alteration to plant, &c., but exclusive of those made for, and charged to the guns:	1,915	6,267	19 7	6,575	6 8	2,599	- 2	15,442	6 5
32	{ 25 Jan. 1862 (57-2-6121) - 28 Mar. 1862 (73-3-2848) - 13 Dec. 1862 (73-3-3444) -	110-pounder - - - - -	929	2,363	1 -	1,706	3 11	981	7 9	5,053	12 8
35	{ 13 April 1862 21 April 1862 }	40-pounder, G. pattern (still in course of completion) -	406								
36	{ 13 April 1862 21 April 1862 }	40-pounder, Elswick Ordnance Company (facing, polishing, and bluing only.)									
37	20 Feb. 1863 (73-3-3644) -	20-pounder - - - - -	350	826	5 10	226	17 8	342	13 11	1,395	17 5

39	29 July 1861 (73-3-2132)	-	-	-	-	-	-	-	-	477	690	1	5	246	10	4	286	3	10	1,222	16	7
41	14 Jan. 1862 (23-3-3066)	-	-	-	-	-	-	-	-	286	491	14	5	162	5	10	203	18	4	857	18	7
43	22 Nov. 1861 (23-3-2431)	-	-	-	-	-	-	-	-	142	177	14	8	76	16	6	73	14	6	328	5	8
45	30 Oct. 1861 (57-Portsmouth-063)	-	-	-	-	-	-	-	-	96	505	2	9	40	2	7	209	10	-	754	15	4
								</														

No. 2.—ROYAL GUN FACTORIES, WOOLWICH ARSENAL—(B). Statement of the Expenditure of all Services during the Year 1862-3—continued.

Number of Order.	AUTHORITY.	DESCRIPTION.	Number Made.	Labour.	Material.	Proportionate Share of other Expenses.	Total Cost.
				£. s. d.	£. s. d.	£. s. d.	£. s. d.
		Tappets.					
		Manufacturing various natures of Tappets for Store, including Gauges, Tools, and alteration to Plant, &c., but exclusive of those made for and charged to the Guns. These are made from Scrap Iron :					
93	11 April 1862 (G. 13—103)	110-pounder (completing 71)	48				
94	13 Dec. 1862 (73—3—3444)	40-pounder, G. pattern	73	229 16 6	36 6 11	95 6 7	361 10 -
96	20 Feb. 1863 (73—3—3444)	20-pounder	32				
98	"	12-pounder	83				
99	22 Nov. 1861 (73—3—2431)	6-pounder (completing 20)	-				
101							
		Breach Screws.					
		Manufacturing various natures of Breach Screws for store, to meet demands, including Gauges, Tools, and alteration to Plant, &c., but exclusive of those made for and charged to the Guns :					
108	11 April 1862 (G. 13—103)	110-pounder (completing 84)	48				
109	4 Oct. 1862 (73—3—3290)	40-pounder, G. pattern (completing 63)	31				
111	13 Dec. 1862 (73—3—3444)	20-pounder (completing 97)	-	303 9 6	2,677 11 11	125 17 7	3,106 19 -
113	"	12-pounder (completing 104)	-				
116	20 Feb. 1863 (73—3—3644)	9-pounder (completing 28)	-				
117	17 April 1862 (73—3—2943)	6-pounder (completing 38)	-				
118	22 Nov. 1861 (73—3—2431)		-				
		Keep Pins.					
		Manufacturing various natures of Keep Pins for Store to meet demands, including Gauges, Tools, and alteration to Plant, &c., but exclusive of those made for and charged to the Guns :					
123	11 April 1862 (G. 13—103)	110-pounder	1,479				
126	13 Dec. 1862 (73—3—3444)	40-pounder	1,086				
128	20 Feb. 1863 (73—3—3644)	20-pounder	365				
129	"	12-pounder	297	221 15 2	22 8 11	91 19 9	336 3 10
130	17 April 1862 (73—3—2943)	9-pounder	76				
131	22 Nov. 1861 (73—3—2431)	6-pounder	68				

138	139	{ 11 April 1862 (G-13-103) - 4 Oct. 1862 (73-3-3290) }	Breech Irons.	Manufacturing Iron Bouches, for bouching Breech of 110-pounder Guns. (These are made from Scrap Iron.)	2,000	783 5 7	-	324 17 1	1,108 2 8
145	151		Breech Coppers.	Manufacturing various natures of Breech Coppers (for bouching Breech of Guns), to meet demands, including Gauges, Tools, and Alteration to Plant, &c., but exclusive of those made for and charged to the Guns:	2,416	577 9 4	1,569 3 2	239 9 8	2,386 2 2
147	148	{ 13 Dec. 1862 (73-3-3444) - 21 Feb. 1860 (73-3-832) - 20 Feb. 1863 (73-3-3644) - 21 Feb. 1860 (73-3-832) - 25 Aug. 1862 (57-Devonport-829) 22 Nov. 1861 (73-3-2431) - }		40-pounder, G. pattern (completing 12) - 20-pounder - 12-pounder - 9-pounder - 6-pounder -	306 310 111 250				
149	150								
159	160	20 Nov. 1863 (73-3-3444) -	Plugs, Oil Hole.	Manufacturing various natures of Plugs, Oil Hole for Store, to meet demands, including Tools, and Alteration to Plant, &c.:	22	18 1 7	2 16 7	7 10 -	28 8 2
161		" " " " " "		20-pounder - 12-pounder - 6-pounder -	87 108				
168	169	{ 20 May 1862 (73-3-2072) - 13 Dec. 1862 (73-3-3444) - }	Gun-metal Plugs.	Manufacturing various natures of Gun-metal Plugs, for plugging sight-holes of Guns, including Tools, alteration to Plant, &c.:	1,125	501 1 9	128 19 7	207 16 -	837 17 4
170	171	" " " " " "		40-pounder, G. pattern, breech tangent - 40-pounder, G. pattern, trunnion - 9-pounder, breech tangent - 9-pounder, trunnion -	826 88 44				
173		11 April 1862 (G-13-103) -	Saddles, &c.	Manufacturing various natures of Gun-metal Saddles and Screws for Guns, including Tools, alteration to Plant, &c.:	151	951 16 9	1,111 4 4	394 15 5	2,457 16
174		{ 25 Jan. 1862 (57-2-0120) - 25 Mar. 1862 (57-W-3947) - 28 Mar. 1862 (73-3-2848) - }		110-pounder, heavy. (Altering 19 saddles, and making 604 screws. 110-pounder, light (and 500 screws)	78				

Number of Order.	AUTHORITY.	DESCRIPTION.	Number Made.	Labour.		Material.		Proportionate Share of other Expenses.		Total Cost.	
				£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
		Sights.									
		Manufacturing various natures of Gun-metal Sights, with Steel Bars, &c., to meet demands, including Gauges, Tools, Alterations to Plant, &c.:									
176	{ 18 Jan. 1862 (73-3-3079) - 28 March 1862 (73-3-2848) - 17 April 1862 (73-3-2943) -	70-pounder, wedge, breech tangent - - - - -	13								
177	" " " "	70-pounder, wedge, trunnion - - - - -	13								
179	11 April 1862 (G-13-103) -	110-pounder, heavy, breech tangent - - - - -	558								
180	11 April 1862 (G-13-103) -	110-pounder, heavy, trunnion, steel - - - - -	637								
183	4 Oct. 1862 (73-3-3290) -	110-pounder, light, breech tangent (gun-metal), gun-metal sockets, 158.	112								
184	" " " "	110-pounder, light, trunnion, steel - - - - -	116								
187	" " " "	40-pounder, old pattern, breech tangent, gun-metal (completing 74 gun-metal tangent sight rings).	105								
189	{ 21 Feb. 1860 (73-3-83) - 4 Dec. 1861 (57-Portsmouth-1012) -	40-pounder, old pattern, ratchet (completing 17 gun-metal)	-	5,787	- 11	2,750	15 8	2,400	6 4	10,938	2 11
193	" " " "	40-pounder, G. pattern, breech tangent, gun-metal, gun-metal sockets, 1,252.	1,972								
194	" " " "	40-pounder, G. pattern, trunnion, gun-metal, gun-metal sockets, 1,108.	1,176								
195	{ 11 Nov. 1862 (73-3-3336) - 11 Dec. 1862 (73-3-3444) -	40-pounder, wedge, breech tangent, gun-metal with steel bar, gun-metal sockets, 22.	25								
196	" " " "	40-pounder, wedge, trunnion, gun-metal, gun-metal sockets, 22.	25								
197	4 Dec. 1861 (57-Portsmouth-1012)	20-pounder (completing 62 gun-metal sights, and 62 gun-metal breech tangent rings).	-								
199	" " " "	20-pounder (completing 82 gun-metal ratchet sights) -	-	430	- 6	52	19 1	178	7 6	661	7 1
203	14 April 1862 (D-887) -	12-pounder (completing 188 gun-metal breech tangent sights with steel bars).	-								
205	{ 4 Dec. 1861 (57-Portsmouth-1012) - 14 April 1862 (D-887) -	12-pounder (completing 127 gun-metal ratchet sights) -	-								
207	29 July 1861 (73-3-2132) -	12-pounder (24 breech and 9 mahogany breech tangent sights, for instructional purposes, four times larger than service pattern; 15 more were in an advanced stage when the pattern was cancelled).	-								
209	{ 4 Dec. 1861 (57-Portsmouth-1012) - 8 Dec. 1862 (54-Artillery-10,382) -	9-pounder, breech tangent, gun-metal, gun-metal sockets, 140.	273	1,283	3 4	126	11 6	532	3 2	1,941	18 -
210	4 Dec. 1861 (57-Portsmouth-1012)	9-pounder, trunnion, gun-metal sockets, 310 -	310								
211	17 April 1862 (73-3-2943) -	9-pounder (29 wooden breech tangent sights for instructional purposes, four times larger than service pattern).	-								
213	4 Dec. 1861 (57-Portsmouth-1012)	6-pounder, breech tangent, gun-metal (completing 77 tangent rings).	141								

[illegible]

No. 2.—ROYAL GUN FACTORY, WOOLWICH ARSENAL.—(B.) Statement of the Expenditure of all Services during the Year 1862-3—continued.

Number of Order.	AUTHORITY.	DESCRIPTION.	Number Made.	Labour.		Material.		Proportionate Share of other Expenses.		Total Cost.	
				£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
269	11 April 1862 (G—13—103) -	Manufacturing covers, wood, for preserving breech and trunnion sights of 110-pounder guns.	263	382	1 11	308	12 2	158	8 11	849	3 -
272	{ 30 April 1862 (73—3—2979) - 3 May 1862 (73—3—2979) - }	Converting 699 old pack-saddles into covers for preserving breech, and making 400 covers for preserving trunnion sights.	-	306	13 -	103	1 6	127	4 -	536	18 6
		Implements, Facing.									
275	11 April 1862 (G—13—103) -	Manufacturing various natures of Facing Implements for Armstrong guns to meet demands, including Gauges, Tools, alteration to Plant, &c.:									
276	4 October 1862 (73—3—2934) -	110-pounder, sets - - - - -	272								
278	{ 11 April 1862 (G—13—103) - 21 April 1862 (G—14—126) - 15 May 1862 (73—3—2927) - }	40-pounder, G pattern, sets - - - - -	272	7,922	8 2	1,555	17 8	3,286	- 4	12,764	6 2
280	{ 11 April 1862 (G—13—103) - 21 April 1862 (73—3—2927) - }	20-pounder, sets - - - - -	92								
281	"	12 and 9-pounders, sets - - - - -	193								
283	{ 11 April 1862 (G—13—103) - 21 April 1862 (73—3—2934) - }	6-pounder, sets (fitting 26 sets with new projecting cutters).	-								
290	20 August 1862 (57—Tower—7073)	Manufacturing special tools, sets 120, complete for land and sea service, and making 1,836 punches, steel and brass, 174 spanners and screwdrivers, 1,404 drifts, copper and steel, 273 rose-bits, 593 chisels, and 102 sets of drills, various.	-	538	11 11	1,049	9 2	223	6 3	1,811	7 4
291	30 October 1862 (57—Tower—7250)										
		Instruments, Sighting.									
294	4 Dec. 1861 (57—Portsmouth—1012)	Manufacturing various natures of Instruments for Sighting Armstrong guns to meet Demands, including Tools, alteration to Plant, &c.:									
295	4 Oct. 1862 (73—3—3290) -	110-pounder, sets - - - - -	46								
297	4 Dec. 1861 (57—Portsmouth—1014)	40-pounder, G pattern, sets - - - - -	22								
299	"	20-pounder, sets - - - - -	33	478	17 3	269	17 10	198	12 8	947	7 9
300	"	12-pounder and 9 pounder, sets - - - - -	37								
302	"	6-pounder, sets - - - - -	28								
306	4 March 1863 (57—2—7499) -	Manufacturing hand rifling machines, with springs and cotters, for removing defects arising from firing in proving guns.	25	40	14 6	4	17 10	16	17 10	62	10 2
309	24 June 1862 (57—Portsmouth—1185)	Manufacturing steel extractors with hammers, for withdrawing tin cups for Armstrong guns.	330	224	5 10	44	14 -	93	- 9	362	- 7
313	{ 13 April 1862 } (73—3—2934) - { 21 April 1862 }	Manufacturing tongs for lifting shells 12-pounder Armstrong guns.	238	198	2 3	7	16 4	57	5 10	203	4 7

	{ 13 April 1862 (73-3-2934) - 21 April 1862 -	- }	Manufacturing lanyards for percussion hammers and friction tubes.	-	2 4 7	9 19 6	. - 18 6	13 2 7
	{ 11 April 1862 (G-13-103) - 20 February 1863 (73-3-3044) -	- }	Manufacturing iron studs for screwing into guns for securing vent pieces of 110-pounder guns when loading.	622	10 5 -	1 18 11	4 5 -	16 8 11
			Amount carried to Summary	- £.	45,997 15 4	23,580 1 4	19,076 15 7	88,654 12 3
401	21 February 1861 (73-3-832)	-	Filing Flaws, lapping Bores, and facing end of Breech Screws of the following Guns, supplied by the Elswick Ordnance Company: 40-pounder guns. Nos. 241, 276, 295, 302, 303, 306, 308, 311, 312, 314, 317, 318, 319, 322, 323, 326, 328, 332, 334, 336, 337, 338, 339, 340, 341, 342, 343, 345, 346, 347, 351, 352, 353, 354, 366, 367, 368, 369, 360, 362, 363, 364, 366, 367, 368, 369, 370, 371, 372, 373, 374, 378, 379, 380, 381, 382, 383, 384, 385, 387, 388, 389, 390, 391, 392, 393, 394, 395, 397, 398, 399, 400, 401, 402, 403, 405, 406, 407, 408, 410, 411, 413, 421, 423, 425. Nos. 268, 282, 288, 292, 299, 307, 315, 329, 321, 331, 333, 335, 344, 348, 349, 350, 420. Nos. 226, 238, 243, 244, 250, 253, 257, 260, 266, 267, 270, 272, 275, 277, 279, 281, 283, 284, 289, 291, 293, 296, 416, 432, 435, 440, 444, 445, 446, 447, 448, 457, 459, 461, 464, 469, 470. Nos. 251, 254, 258, 259, 264, 273, 280, 294, 298 Nos. 227, 245, 263, 450, 452, 465, 468, 471, 475, 476, 477, 478, 479, 480, 483, 484, 486, 489, 488. Nos. 304, 313, 439, 441, 454, 458 - - - - No. 492 - - - - - Nos. 201, 262, 473, 474, 485, 494 - - - - Nos. 249, 271, 305, 379, 396, 414, 415, 422, 426, 449, 472, 482, 495. Nos. 509, 514, 517, 531, 532 - - - - No. 560 - - - - - No. 497 - - - - - Nos. 429, 466, 538, 550, 553, 565, 566, 567, 569 - - - - Nos. 507, 520, 570 - - - - Bounced throughout, Nos. 361, 287 (40 pounders) - - - - Lapping bores that have been bounced throughout, 110-pounder guns, Nos. 43, 47, 166, 204. Bounced throughout (twice), 110-pounder gun, No. 202 - - - Fitted with two iron rings, 110-pounder gun, No. 107 - - - Filing flaws, &c., 40-pounder guns, Nos. 316, 417, 418, 419, 427, 430, 436, 437, 453, 455, 456, 460. Manufacturing two breech tangentsights, altering and completing fittings, various, including sights, levers, tappets, pins keep, and elevating eye for 12-pounder Armstrong guns, supplied by the Elswick Ordnance Company.	86	21 19 3	-	9 2 3	31 1 6
402	" " "	-		17	8 6 -	- 2 4	3 8 10	11 17 2
405	" " "	-		37	11 4 6	-	4 13 1	15 17 7
406	" " "	-		9	3 9 6	-	1 8 10	4 18 4
407	" " "	-		19	5 6 -	-	2 3 11	7 9 11
408	21 February 1861 (73-3-832)	-		6	- 17 7	-	- 7 3	1 4 10
409	17 July 1861 (73-3-2090)	-		1	- 2 7	-	- 3 -	- 10 2 -
413	21 February 1861 (73-3-832)	-		6	3 3 10	- 4 -	1 6 7	4 14 5
414	" " "	-		13	3 14 8	-	1 10 11	5 5 7
415	27 February 1861 (73-3-832)	-		5	- 18 1	-	- 7 6	1 5 7
416	17 July 1861 (73-3-2090)	-		1	- 12 2	-	- 5 1	- 17 3
418	" " "	-		1	- 17 1	-	- 7 1	1 4 2
420	21 February 1861 (73-3-832)	-		9	1 10 -	-	- 12 5	2 2 5
421	" " "	-		3	- 7 6	-	- 3 1	- 10 7
410	{ 17 July 1861 (73-3-2090) - 17 July 1861 (73-3-2090) -	- }		2	26 4 11	26 11 -	10 17 8	63 13 7
417	21 February 1861 (73-3-832)	-		4	1 3 -	-	- 9 6	1 12 6
403		-						
411	" " "	-		1	28 9 2	49 1 7	11 16 1	89 6 10
419	4 July 1862 (73-3-3125)	-		1	2 17 8	-	1 3 11	4 1 7
404	21 February 1861 (73-3-832)	-		12	2 19 2	-	1 4 6	4 3 8
422	30 January 1863 (7663-23)	-		-	7 11 7	1 18 11	3 2 10	12 13 4
			Amount carried to Summary	- £.	131 18 10	77 17 10	54 14 4	264 11 -

No. 2.—ROYAL GUN FACTORY, WOOLWICH ARSENAL.—(B.) Statement of the Expenditure of all Services during the Year 1862-3—continued.

Number of Order.	AUTHORITY.	DESCRIPTION.	Number made.	Labour.		Material.		Proportionate Share of other Expenses.		Total Cost.	
				£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
		SERVICES executed, and Repairs to War Department Steam-vessels, for the year 1862-3.									
439	27 Feb. 1862 (57—22—4885)	Making and fitting man-hole door for the boilers of the department steamer, "Lord Panmure," including cramps, &c.	-	2	10 1	-	6 3	1	- 9	3	17 1
455	"	Repairing superheater of boilers of War Department steamer "Balaklava," with new wrought-iron ferrules.	-	12	9 10	-	10 8	5	3 7	18	4 1
474	22 Jan. 1863 (57—22—5729)	Lifting deck and examining boilers of War Department steamer "Lord Panmure," taking down funnel, disconnecting all pipes and connexions, &c.	-	24	1 11	3	12 1	9	19 11	37	13 11
550	25 March 1863 (57—Wool.—389)	Making 24 new springs for pistons for the repair of steam-engine of the War Department steamer "Balaklava."	-	-	18 5	-	6 6	-	7 8	1	11 7
562	"	Caulking and stopping leaks in tubes of steam-boilers of War Department steamer "Balaklava."	-	-	9 6	-	4 1	-	3 11	-	13 5
565	27 Feb. 1862 (57—22—4885)	Repairing steam-engines of War Department steamer "Lord Panmure," rebushing slide gland, and new eye in link motion and slide rod.	-	4	- -	-	4 1	1	13 2	5	17 3
652	"	Examining and repairing valve motion of steam-engine of War Department steamer "Lord Panmure," including fitting with new circular block, and reboring ends of eccentric rods.	-	1	7 9	-	3 -	-	11 6	2	2 3
665	"	Making new safety valve and connexions, six brass bushes for cranks of lift and feed pumps, repairing indicator pipes, and boring out parallel rod eyes, and fitting with new steel pins, &c., for the War Department steamer "Lord Panmure."	-	40	12 2	4	14 6	16	16 11	62	3 7
685	"	Making and fitting iron-work to fire bridges of three boilers of the War Department steamer "Lord Panmure."	-	6	7 3	-	15 1	2	12 10	9	15 2
704	"	Making a leather hose pipe, 40 feet long, for deck pumps of the War Department steamer "Lord Panmure."	-	4	9 1	6	18 3	1	17 -	13	4 4
747	"	Caulking boilers, and making 24 iron plugs for stopping tubes of boilers of War Department steamer "Lord Panmure."	-	9	11 7	-	6 7	3	19 6	13	17 8
756	"	Making new piston rod for donkey engine of War Department steamer "Lord Panmure."	-	1	12 2	-	2 8	-	13 4	2	8 2
		SERVICES executed for the Principal Superintendent of Stores, Woolwich, for the Year ending 1862-63.									
470	22 Jan. 1863 (Wool.—12—132)	Preparing pumping machinery for Military Store Department, including new triple crank shaft, new crosshead of gun metal, pump rod of copper, cast-iron stand with pedestal, and one pulley 5' 9 diameter.	-	23	19 3	25	1 4	9	18 10	58	19 5
482	27 Jan. 1863 (Wool.—12—134)	Strengthening and making additional guide rails for travelling cranes in Store No. 20. (Still in progress.)	-	6	6 10	11	6 -	2	12 7	20	5 5
499	13 Feb. 1863 (Shoebury—26)	Repairing 110-pounder-Armstrong gun, No. 11, with a new tube	-	13	12 6	22	16 4	5	13 -	42	1 10

530	{ 13 June 1860 (57-20-113) - - }	Turning a projection of 0.2 inch on 152-12-pounder vent pieces, including facing the copper ring.	-	24	6	10	-	-	10	1	11	34	8	9	
534	{ 3 Feb. 1862 (80-A-1303) - - }	Repairing hydraulic machinery, cranes, and steam boilers, including gearing for saw in carpenter's shop, momentum valve for accumulator, gun-metal ram for crane (No. 28) new ram head for slew-wheel, 12 gun-metal castings, 5 metal cocks for boilers, and 8-2-inch cast-iron pipes.	-	38	18	4	11	-	9	16	2	10	66	1	11
537	5 March 1863 (57-Woolwich-4533)	Repairing steam valve of No. 3 steam boiler, including making pattern of same.	-	1	11	2	-	3	10	-	12	11	2	7	11
539	13 Feb. 1862 (57-Woolwich-3156)	Repairing 12-pounder Armstrong guns, Nos. 10, 11, 38, 39, 50, and 55.	-	17	5	6	16	5	2	7	3	4	40	14	-
541	24 Feb. 1862 (57-Woolwich-3876)	Taking down, heighting and re-erecting hydraulic press in harness store.	-	4	18	8	-	8	11	2	1	-	7	8	7
551	21 March 1862 (61-G. P.-1236) -	Repairing hydraulic machinery with 4 new gun-metal bushes for crank shaft, 2 new pump buckets, gun-metal, repairing new lift pump, and making duplicate brackets.	-	15	15	1	20	7	11	6	10	8	42	13	8
561	2 April 1862 (57-Woolwich-3952)	Repairing the front plates of 4 steam boilers of hydraulic machinery.	-	16	8	3	9	15	-	6	16	2	32	19	5
570	13 Feb. 1861 (57-Woolwich-3156)	Sapping and filing rifles of Nos. 6, 101, 103, 105, 107, 111, 159, and 212; 12-pounder Armstrong guns.	8	16	15	6	-	-	-	6	19	2	23	14	8
579	19 March 1863 (7309-667) - -	Making and preparing foundation plates, bolts, gearing, &c. for the erection of sheer leg round arsenal. (Still in hand.)	-	33	14	1	16	12	1	13	19	7	64	5	9
580	26 April 1862 - - - -	Testing 1,500 and examining 4,000 gabion bands supplied by contract, including punching out pieces to be tested; filing the same to gauge; cramping the ends to fit testing machine; numbering the pieces. Making gauges to test the length of bands, and double set of levers for testing machine with hooks, cramps, and pins; also punches and bolster for punching machine. Die and cramp for cramping machine. The workmen were frequently employed all night testing, in order to meet the requirements of the Principal Superintendent of Stores.	-	89	14	7	-	1	-	37	4	5	127	-	-
581	23 March 1858 (57-Woolwich-369)	Repairing hand crane with 4 gun-metal bushes and pinions, and 20 gun-metal valves, and 1 casting for hydraulic machinery, &c.	-	11	12	6	15	10	3	4	16	5	31	19	2
592	17 Nov. 1860 (73-3-1486) - -	Examining, cleaning, and greasing bores, and fittings of Armstrong guns, and keeping the gun constantly ready for service.	-	251	19	8	20	3	11	104	10	5	376	14	-
593	{ 19 July 1862 (D-1593) - - }	Examination of contract stores supplied to the Principal Superintendent of Stores.	-	135	16	1	3	15	11	56	6	8	195	18	8
616	23 Mar. 1858 (57-Woolwich-369)	Repairing iron crab-winch, and making a new ratchet-wheel for the Military Store Department, Woolwich.	-	1	2	2	-	2	10	-	9	2	1	14	2
619	16 Nov. 1861 (573-3-208) - -	Making 8 copper oil catchers for the hydraulic engine-house -	-	7	1	6	1	2	2	2	18	8	11	2	4
621	{ 13 Feb. 1861 (57-Woolwich-3156) }	Altering 14 sets of 110-pounder facing implements to present service pattern.	-	14	-	6	-	-	-	5	16	4	19	16	10
632	21 Jan. 1862 - - - -	Making articles for cupolas to replace those missing; 1 loose collar, with set-screw for intermediate shaft; 2 keys for 7-inch pulley; 1 key for spindle of driving-wheel, 4 inch-pins, 1 shield for protecting driving-belt.	-	-	17	11	-	1	6	-	7	5	1	6	10
688	16 Nov. 1861 (57-3-208) - -	Repairing a 5-ton portable crane with a new pulley and counter-	-	5	17	6	3	19	4	2	8	9	12	5	7

No. 2.—ROYAL GUN FACTORY, WOOLWICH ARSENAL.—(B.) Statement of the Expenditure of all Services during the Year 1862-3—*continued*.

Number of Order.	AUTHORITY.	DESCRIPTION.	Number Made.	Labour.	Material.	Proportionate Share of other Expenses.	TOTAL COST.
				£. s. d.	£. s. d.	£. s. d.	£. s. d.
713	30 Aug. 1862 (Woolwich—112)	Making a new gun-metal ram, and gland lever, for lift-pump, also removing the old, making and fitting a new and stronger wall plate for pump, 8 lubricating tapes, and 12 metal castings for hydraulic machinery, also 2 wheels and pinions for turning lathes.	-	57 3 -	23 12 8	23 14 2	104 9 10
724	4 Feb. 1861 (57—Woolwich—3838)	General repairs to the hydraulic cranes on wharf, including fitting two with new metal crossheads on return rams, and one with a new main crossheads.	-	17 9 6	5 12 -	7 5 -	30 6 6
735	1 Oct. 1862 (Woolwich—12—114)	Repairing No. 13 and 21 hydraulic cranes with slew valves and exhaust cisterns, metallic rings for piston of steam engine bracket and gun-metal pinion for No. 8 crane.	-	11 8 6	3 9 1	4 14 9	19 12 4
758	21 Oct. 1862 (Woolwich—12—119)	Making and lining with gun-metal a new lift-pump for hydraulic machinery, including new back plate, re-arranging pipes, iron girders for elevating driving gear, pillars for supporting floor, foundation of cataract, and fixing a new hand rail round driving gear.	-	214 18 6	143 7 5	89 3 -	447 8 11
759	25 Oct. 1862 (Woolwich—12—121)	Repairing, shafting, and driving gear for carpenters' shop, including new countershafts, drip cans, bracket, and pedesdal and cast-iron driving pulleys for countershaft.	-	15 4 2	1 8 6	6 6 2	22 18 10
763	26 March 1862	Making a set of drip-pans for the engine, and repairing the old ones for hydraulic apparatus.	-	4 11 10	1 7 5	1 18 1	7 17 4
767	6 Nov. 1862 (D.—26—18)	Dismantling "Nos. 17 and 18" hand cranes on wharf, to admit of the erection of hydraulic coal hoists.	-	4 - -	- - -	1 13 2	5 13 2
773	{ 7 Nov. 1862 (Woolwich—12—124) 21 Nov. 1862 (Woolwich—12—128)	Making and fixing a new slew drum of stronger construction to "No. 25" hydraulic crane, in lieu of the old one, including segment to prevent a similar accident occurring, which broke the old one.	-	47 14 4	7 15 10	19 15 10	75 6 -
739	13 Feb. 1861 (57—Woolwich—3156)	Repairing two of Addison's shot furnaces, four cupolas, tools, &c., including taking out and repairing fans, straightening spindles, and fitting with two new pulleys.	-	30 2 10	7 4 5	12 10 1	49 17 4
754	"	Repairing two of Addison's shot furnaces, and fitting one with a new cast-iron wheel, &c.	-	1 5 10	- - 10	- 10 9	1 17 5
658	21 Feb. 1860 (73—3—832)	Repairing stopper of 70-pounder Armstrong, wedge gun, by welding a piece on bar. (Material made from scrap.)	-	- 9 6	- - -	- 3 11	- 13 5
657	25 June 1862	Manufacturing 250 ash staves for lifting vent-pieces out of 110-pounder Armstrong guns.	-	19 13 3	24 8 5	8 3 1	52 4 9
741	15 Sept. 1862	Manufacturing 122 staves for lifting 110-pounder vent-pieces, for Portsmouth.	-	9 5 3	6 12 11	3 16 10	19 15 -

SERVICES executed for Ordnance Select Committee:

444	9 Nov. 1859 (57-23-4713)	-	-	150	9	7	187	14	4	62	8	4	400	12	3
Rifling a steel 110-pounder, block supplied by Mr. Krupp, on Sir William Armstrong's principle, and manufacturing 90 cast-iron cylinders equal in weight to 540 110-pounder shot to test the gun; also venting, broaching, and polishing the outside, lapping and finishing bore, &c., and the preparation of tools.															
445	9 Nov. 1859 (57-23-413)	-	-	54	-	6	56	11	7	22	8	2	133	-	3
Rifling a steel 40-pounder, block supplied by Mr. Krupp, on Sir William Armstrong's principle, and the manufacture of 90 cast-iron cylinders, equal in weight to 540 40-pounder shot, to test the gun.															
533	4 Nov. 1859	-	-	21	8	4	14	12	10	8	17	8	44	18	10
Completing 90 cast-iron cylinders, equal in weight to 540 40-pounder shot, to test the power of endurance of a 40-pounder Armstrong gun, made from a block supplied by the Mersey Iron and Steel Company.															
545	"	-	-	36	11	8	45	2	5	15	3	6	96	17	7
Manufacturing 90 cylinders, equal in weight to 540 32-pounder shot, to test a 32-pounder gun, supplied by the Low Moor Iron Company.															
572	"	-	-	18	14	8	20	13	5	7	15	5	47	3	6
Manufacturing 50 cylinders, equal in weight to 200 20-pounder shot, to test a 20-pounder gun block, supplied by Mushet & Clare.															
586	"	-	-	20	10	9	32	9	10	8	10	4	61	10	11
Manufacturing 70 cylinders, equal in weight to 280 32-pounder shot, to test No. 162, Experimental No., cast-iron gun.															
608	"	-	-	7	7	-	7	-	-	3	1	-	17	8	-
Manufacturing 27 cast-iron cylinders, equal in weight to 162 12-pounder shot (loaded), to test a 12-pounder Armstrong gun, made from a block supplied by the Mersey Iron and Steel Company, Experimental No. 138.															
648	"	-	-	7	14	6	9	17	3	3	4	1	20	15	10
Manufacturing 10 cast-iron leaded cylinders, to be as near as possible 200 lbs. in weight for 110-pounder guns.															
614	"	-	-	18	8	5	32	6	1	7	12	9	58	7	3
Manufacturing 30 cast-iron cylinders, equal in weight to 90 110-pounder shot (loaded), to test a 110-pounder light Armstrong gun, Experimental No. 176, and fitting with a breech screw, 1 inch in diameter larger than the original pattern; also slotting vent-hole, &c.; the gun to be sealed as a pattern one.															
655	"	-	-	24	11	9	37	8	8	10	4	-	72	4	5
Manufacturing 40 cast-iron leaded cylinders, equal in weight to 340 20-pounder shot, to test a 20-pounder steel block, supplied by Messrs. Mushat & Clare.															
659	"	-	-	23	4	9	20	2	11	9	12	9	53	-	5
Manufacturing 30 cast-iron cylinders, equal in weight to 270 32-pounder shot, to test No. 162 32-pounder cast-iron gun, fitted with a wrought-iron lining.															
733	"	-	-	40	11	10	51	14	8	16	16	9	109	3	3
Manufacturing 90 cast-iron extra leaded cylinders, equal in weight to 540 20-pounder shot, to test a 20-pounder cast-steel block, supplied by Messrs. Naylor Vickers.															
714	"	-	-	44	15	8	40	6	8	18	11	7	103	13	11
Manufacturing 90 cast-iron leaded cylinders, equal in weight to 540 20-pounder shot, to test a 20-pounder block, supplied by Mr. Krupp, on Sir William Armstrong's principle.															

No. 2.—ROYAL GUN FACTORY, WOOLWICH ARSENAL.—(B.) Statement of the Expenditure of all Services during the Year 1862-3—*continued*.

Number of Order.	AUTHORITY.	DESCRIPTION.	Number Made.	Labour.	Material.	Proportionate Share of other Expenses.	TOTAL COST.
430	9 Nov. 1859 (57-23-413)	Manufacturing eight experimental tin cups for 7-inch howitzer, to ascertain the correct diameter and curve, including the cost of three brass chucks required in the manufacture of the cups (amounting to 3 <i>l.</i> 19 <i>s.</i>).	-	£. s. d. - 19 5	£. s. d. 3 8 9	£. s. d. - 8 -	£. s. d. 4 16 2
358	" "	Preparing 50 tin cups for experiment with Sir Wm. Armstrong's 200-pounder breech loading gun, and marking the experimental number and breech preponderance on the gun.	-	1 1 3	1 13 11	- 8 10	3 4 -
728 769	30 Sept. 1862 (80-A-1490) 4 Nov. 1859	Manufacturing 142 40-pounder tin cups, including the attendance of two artificers at Shoeburyness for several days during experiments with them; also fitting sights to a 70-pounder wedge gun, drilling holes in breech, and fitting with pieces of iron for laying the gun with a quadrant.	-	15 14 4	1 10 7	6 10 5	23 15 4
743	4 Nov. 1859	Manufacturing 50 tin cups for experiment with a 70-pounder breech loading gun, No. 185, made by the Elswick Ordnance Company.	-	- 9 -	- 14 1	- 3 9	1 6 10
750	" "	Manufacturing 140 tin cups for experiment with a 70-pounder side breech loading gun, manufactured in the Royal Gun Factories, including the attendance of artificer at Shoeburyness.	-	4 17 11	2 6 7	2 - 8	9 5 2
449 and 450	9 Nov. 1859 (57-23-413)	Manufacturing two tin and two copper experimental cups for 6, 12, 20, 40, and 70-pounders Armstrong guns, including chucks for their manufacture.	-	2 2 4	1 1 2	- 17 6	4 1 -
403	" "	Preparing drawings of proposed facing implements for 40 and 70-pounder wedge guns for consideration as to the method of facing up their guns.	-	2 5 4	- 2 3	- 18 9	3 6 4
465	" "	Preparing working drawings and drilling holes in chase of a 9-pounder brass gun, for experiment and marking the gun upon the Trunnion Exp. No. 201.	-	11 7 1	1 2 8	4 14 2	17 3 11
466	" "	Boring and plugging breech-end of bore of 6.50-inch muzzle loading gun, Exp. No. 100, for experiment with Commander Scott's projectiles, including sighting the gun, &c.	-	9 11 4	1 8 2	3 19 4	14 18 10
472	26 March 1863	Engraving experimental breech tangent sight of a 110-pounder light Armstrong gun, in accordance with table of ranges supplied. Three sights were engraved before one was approved of, in consequence of alterations being made in the table of ranges.	-	2 12 6	-	1 1 9	3 14 3
489	9 Nov. 1859 (57-23-413)	Altering two experimental extractors for tin cups, 110-pounder Armstrong Guns, on Captain Hewlett's plan.	-	- 9 -	- 3 8	- 3 9	- 16 5

492	9 Nov. 1859 (57-23-413)	-	-	32	13	8	13	10	5	13	11	2	59	15	3
Lacquering 50 110-pounder shells, including the cost of making a special gas apparatus for the execution of the service. (The expense of apparatus would not be incurred again should a further number of shells require lacquering.)															
498	9 Nov. 1859 (57-23-413)	-	-	5	8	10	8	8	2	2	5	1	16	2	1
521	14 Feb. 1863 (73-3-3649)	-	-	-	1	11	-	-	-	-	-	9	-	2	8
529	4 Nov. 1859	-	-	-	5	7	-	-	-	-	2	4	-	7	11
542	9 Nov. 1859 (57-23-413)	-	-	-	1	11	4	1	8	-	13	-	3	12	4
544	2 March 1863 (57-123-1315)	-	-	-	-	16	-	1	4	-	-	6	2	6	7
549	4 Nov. 1859 (57-23-413)	-	-	-	-	14	11	-	-	-	6	2	1	1	1
552	9 Nov. 1859 (57-23-413)	-	-	-	7	10	5	9	10	8	3	2	5	20	3
556	4 Nov. 1859	-	-	-	-	8	3	-	-	-	-	3	5	-	11
557	13 Aug. 1859 (85-G. No.-126)	-	-	-	-	5	-	-	4	10	-	2	-	-	11
568	4 Nov. 1859	-	-	-	17	11	6	15	19	6	7	5	10	40	16
571	4 Nov. 1859	-	-	-	-	18	11	-	10	10	-	7	10	1	17
585	7 Dec. 1859 (73-G. No.-213)	-	-	-	1	7	6	-	-	-	-	11	5	1	18
604	9 Nov. 1859 (57-23-413)	-	-	-	-	1	10	-	-	-	-	9	-	2	7
612	4 Nov. 1859	-	-	-	4	16	3	3	-	-	1	19	11	9	16
629	19 May 1862 (57-23-1110)	-	-	-	1	-	6	-	-	-	-	8	6	1	9
644	4 Nov. 1859	-	-	-	8	5	11	-	-	-	3	8	10	11	14
633	"	-	-	-	-	3	4	-	-	-	-	1	5	-	4
633	2 June 1862	-	-	-	-	-	-	-	-	-	-	-	-	-	9

No. 2.—ROYAL GUN FACTORY, WOOLWICH ARSENAL.—(B.) Statement of the Expenditure of all Services during the Year 1862-3—continued.

Number of Order.	AUTHORITY.	DESCRIPTION.	Number Made.	Labour.	Material.	Proportionate Share of other Expenses.	TOTAL COST.
				£. s. d.	£. s. d.	£. s. d.	£. s. d.
650	4 Nov. 1859 - - - -	Browning 50 metal clips, to prevent their taking verdigris -	-	- 12 6	-	- 5 2	- 17 8
635	9 Nov. 1859 (57-23-413)	Manufacturing two 20-pounder ventpieces of the latest approved pattern, for sealing as patterns.	-	4 4 7	2 18 10	1 15 1	8 18 6
641	28 Nov. 1862 (84-D. 426)	Rifling a brass howitzer, for experiment with Mr. Delvigne's apparatus for throwing a line, including the preparation of tools, &c.	-	6 16 7	- 1 3	2 16 8	9 14 6
654	4 Nov. 1859 - - - -	Preparing a 110-pounder breech-ring, for experiment at proof, to ascertain the amount of expansion by firing. (Material made from scrap).	-	- 2 6	-	- 1 -	- 3 6
667	9 Nov. 1859 (57-23-413)	Bisecting a Whitworth rifle barrel transversely and longitudinally for examination, the bullet having become jammed in the bore, including filing, polishing, and lapping the barrel.	-	3 17 9	-	1 12 3	5 10 -
576	11 Feb. 1862 (57-23-1035)	Completing 120 feet of cast-iron skidding for the use of the Ordnance Select Committee.	-	1 5 -	15 17 4	- 10 4	17 12 8
670	9 Nov. 1859 (57-23-413)	Manufacturing a pattern extractor for tin cups, as proposed by Captain Hewlett, R.N., for sealing as pattern, including repeated alterations to the same.	-	- 13 -	- 1 7	- 5 4	- 19 11
672	" "	Preparing two 110-pounder Armstrong shell guns, for sealing as patterns, including widening and slotting ventholes, fitting with sights complete, and browning.	-	37 18 8	4 - 9	15 14 8	57 14 1
674	" "	Boring and rifling a 20-pounder steel gun-block, supplied by Messrs. Naylor, Vickers, & Co., on Sir W. Armstrong's principle, and supplying a ventpiece for the same.	-	17 2 2	8 8 6	7 1 11	32 12 7
675	{ 4 Nov. 1859 - - - -	Making and fitting vent copper, and bouch, for Mueset & Clare's 20-pounder gun, to enable the experiments being made to be carried on.	-	- 5 6	- 12 11	- 2 3	1 - 8
680	9 Aug. 1862 - - - -	Re-boring and re-rifling a 7½ wrought-iron gun, No. 125, in accordance with a plan proposed by the Ordnance Select Committee, including tools, gauges, and the preparation of plant, &c.	-	28 9 6	-	11 16 3	40 5 9
683	13 Aug. 1862 (35-C. M.)	Repairing and putting in working order a pair of scales -	-	- 3 10	- - 9	- 1 7	- 6 2
695	4 Nov. 1859 - - - -	Repairing and adjusting a weighing-machine -	-	1 14 7	- - 10	- 14 4	2 9 9
692	9 Nov. 1859 - - - -	Manufacturing four mahogany tangent bars, to scale, four times larger than service pattern, for instructional purposes, for sealing as patterns.	-	9 10 1	2 16 3	3 18 10	16 5 2
706	25 July 1862 - - - -	Manufacturing a wooden hexagon slidebar, graduated to 20°	-	- 3 4	- - 2	- 1 5	- 4 11
711	4 Nov. 1859 - - - -	Removing and re-erecting a printing-press in model room -	-	- 6 3	-	- 2 7	- 8 10

714	9 Nov. 1859 (57-23-413)	-	-	-	-	27	-	9	-	-	29	12	11	11	4	4	67	18	-
	Cutting off a piece of the thread of "No. 24" 40-pounder Armstrong gun, making a new barrel to "No. 40" 20-pounder gun, supplying a new breech-screw to "No. 324" 12-pounder gun, and a new breech copper to "No. 52" 12-pounder gun.																		
721	4 Nov. 1859	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	-	11
	Preparing and altering to new pointed pattern, one tangent, and trunnion sight, for 110-pounder and 40-pounder Armstrong guns, for sealing as patterns.																		
726	"	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	2	3
	Manufacturing five pairs of tongs for lifting 20-pounder projectiles from limbers of carriages. (Material made from scrap).																		
731	"	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	11	1
	Manufacturing four experimental iron levers for releasing jammed ventpieces, including filing and polishing the same. (Material made from scrap).																		
780	20 Nov. 1862 (76-33-389)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	2	10	34
	Taking down the ballistic pendulums at Shoeburyness, and removing the same to Woolwich. (Still in hand).																		
782	4 Nov. 1859	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	17	-	13
	Preparing drawings and making sights for experiments with Navez's electro-ballistic apparatus.																		
736	"	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	14	8	19
	Preparing drawings, making new pattern, tangent, and trunnion sights for 110-pounder and 40-pounder Armstrong guns, as proposed by the Ordnance Select Committee.																		
745	"	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	4	10	46
	Manufacturing 12 and 9-pounders (two of each), wood tangent sights, and graduating the same for instructional purposes, for sealing as patterns, four times the size of service pattern. Two of each kind were nearly finished when the pattern was altered, and others had to be made.																		
671	7 July 1862 (73-Gen. No.-408)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	8	-	2
	Making a mahogany 12-pounder tangent bar for instructional purposes, four times the size of service pattern. (This is quite a different article to the above, and required comparatively little labour in the manufacture compared with the tangent sights).																		
753	21 Feb. 1860 (73-3 P.-832)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	9	3	18
	Completing and finishing a 70-pounder polygrooved side breech-loading gun, for sealing as pattern.																		
764	9 Nov. 1859 (57-23-413)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	4	3
	Drilling and tapping holes, and making rest for quadrant for 300-pounder experimental gun, "No. 189."																		
771	7 Nov. 1862 (D. 2638)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	9	2
	Cutting out the vent from the Mersey Company's 6.50" bore gun, "Experimental No. 114," which burst in the proof-cells.																		
783	24 Nov. 1862 (61-G. F.-1308)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	11	3	141
	Manufacturing six 110-pounder and six 40 pounder ventpieces of Mushet & Clare's steel, for experiment.																		
786	4 Nov. 1859	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	2	9	11
	Manufacturing two 110-pounder sights tangent to drawing, with barrel head, bar hexagonal, with flaps cut away to a point, and notch reduced from 15" to 05".																		
790	13 Aug. 1859 (85-Gen. No.-126)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	9	-
	Preparing small outline drawings of articles for Ordnance Select Committee.																		
792	"	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	14	3	35
	Repairing and altering ballistic pendulum models before being sent to the Rotunda Museum, including and altering end of glass case, so as to open with a slide instead of upon hinges, and fitting the same with new plate-glass.																		

No. 2.—ROYAL GUN FACTORY, WOOLWICH ARSENAL.—(B.) Statement of the Expenditure of all Services during the Year 1862-3—continued.

Number of Order.	AUTHORITY.	DESCRIPTION.	Number Made.	Labour.	Material.	Proportionate Share of other Expenses.	Total Cost.
				£. s. d.	£. s. d.	£. s. d.	£. s. d.
794	{ 9 Nov. 1859 (57—23—413) - 6 Dec. 1862 (794—Shoebury—20) }	Opening the breech of "No. 211" 110-pounder Armstrong gun, to ascertain the cause of the enlargement of several recesses to which Colonel Taylor had called attention.	-	2 5 -	-	- 18 8	3 3 8
583	16 April 1862 (80—A.—1356) -	Altering a set of 6-pounder sighting instruments, for sealing as patterns.	-	1 17 -	- 14 6	- 15 4	3 6 10
777	12 Nov. 1862 (57—23—1237) -	Taking impressions in gutta-percha (12" long) of the rifling of all experimental rifled guns that are in charge.	-	4 17 6	30 3 1	2 - 6	37 1 1
602	4 Nov. 1859 - - - - -	Venting 40-pounder Armstrong gun, for experiment with solid breech, instead of ventpiece, for Ordnance Select Committee.	-	7 18 4	-	3 5 9	11 4 1
435	18 Dec. 1862 - - - - -	Services executed for the Inspector of Works : Trifling repairs to a portable steam-engine for the Inspector of Works Department.	-	- 18 9	-	- 7 9	1 6 6
691	26 Aug. 1862 - - - - -	Repairing, and fitting with counter-shaft pulley, a portable steam-engine, and adapting it for circular saw for cutting up timber.	-	17 15 7	1 - 9	7 7 5	26 3 9
766	19 April 1861 (84—Gen. No.—205) -	Cutting two pieces from ironplates for the Works Department -	-	2 17 -	-	1 3 7	4 - 7
519	17 Aug. 1861 (61—B. E.—103) -	Repairing a portable steam-engine with new plate at bottom of fire-box, new set of tubes, new piston and piston-rod; also thorough overhauling and repacking the entire engine.	-	40 13 1	3 12 3	16 17 3	61 2 7
480	17 Feb. 1862 (61—C. D.—974) -	Services executed for the Royal Carriage Department : Turning and testing eight specimens of gun-metal, five to test their compressibility, and three tension, for the Royal Carriage Department.	-	2 7 6	-	- 19 8	3 7 2
528	" " " " - - - - -	Planing a cast-iron surface-plate for the Royal Carriage Department (32 feet long, and 4 feet wide), for the wood-planing machine.	-	1 6 7	-	- 11 -	1 17 7
607	17 Feb. 1862 (61—C. D.—974) -	Services executed for the Royal Laboratory Department : Rifling a bar three feet long for use in planing Whitworth's shells, for the Royal Laboratory Department.	-	1 2 6	-	- 9 3	1 11 9
627	" " " " - - - - -	Planing a foundation-plate - - - - -	-	- 10 1	-	- 4 4	- 14 5
719	" " " " - - - - -	Manufacturing a new crank-shaft for steam-engine - - - -	-	8 10 -	11 19 4	3 10 5	23 19 9
738	" " " " - - - - -	A rifling bar, to be cut with a turn in 65" - - - - -	-	1 5 -	-	- 10 4	1 15 4
664	27 Nov. 1857 (61—M. Depart.—10) -	Forging two wrought-iron blocks from scrap iron to pattern supplied.	-	- 10 -	-	- 4 1	- 14 1

Services executed for the Chemical Department:											
481	28 Jan. 1863	-	-	-	-	-	-	-	-	-	1 - 7
495	12 Feb. 1863	-	-	-	-	-	-	-	-	-	- 3 6
774	8 Nov. 1862 (61—Gen. No.—1006)	-	-	-	-	-	-	-	-	-	140 10 4
437	18 Dec. 1862 (57—Chatham—888)	-	-	-	-	-	-	-	-	-	3 9 2
Services executed for the Inspector of Artillery:											
578	26 April 1862	-	-	-	-	-	-	-	-	-	4 19 3
584	9 Nov. 1859 (57—23—413)	-	-	-	-	-	-	-	-	-	1 12 10
588	{ 15 May 1860 } (73—3—1194) { 11 July 1862 }	-	-	-	-	-	-	-	-	-	33 5 1
595	27 Nov. 1857 (61—M. D.—10)	-	-	-	-	-	-	-	-	-	43 9 7
599	24 Jan. 1859 (61—G. F.—92)	-	-	-	-	-	-	-	-	-	- 19 11
606	24 June 1859 (61—G. F.—462)	-	-	-	-	-	-	-	-	-	2 - 4
649	9 Nov. 1859 (57—23—413)	-	-	-	-	-	-	-	-	-	1 7 -
651	23 Feb. 1861 (57—Wool—3172)	-	-	-	-	-	-	-	-	-	14 12 9
718	28 Aug. 1862	-	-	-	-	-	-	-	-	-	- 14 10
799	16 Dec. 1862 (73—3—3260)	-	-	-	-	-	-	-	-	-	3 17 1
723	19 Sept. 1862 (73—3—3267)	-	-	-	-	-	-	-	-	-	1 9 8
609	19 May 1862 (73—3—3007)	-	-	-	-	-	-	-	-	-	1 9 4
740 } 757 }	24 Oct. 1862 (D. 2523)	-	-	-	-	-	-	-	-	-	- 15 10
798	9 Nov. 1860 (61—I. of A.—45)	-	-	-	-	-	-	-	-	-	156 1 3
Services executed for the Clothing Establishment, Pimlico:											
475	22 Jan. 1863 (Pimlico—2432)	-	-	-	-	-	-	-	-	-	16 16 8
603	30 April 1862 (57—Pimlico—885)	-	-	-	-	-	-	-	-	-	19 8 5

No. 2.—ROYAL GUN FACTORY, WOOLWICH ARSENAL.—(B.) Statement of the Expenditure of all Services during the Year 1862-3—continued.

AUTHORITY.		DESCRIPTION.	Number Made.	Labour.	Material.	Proportionate Share of other Expenses.	Total Cost.	
Number of Order.				£. s. d.	£. s. d.	£. s. d.	£. s. d.	
647	4 Nov. 1859	Manufacturing 400 gun metal blocks for chacons Manufacturing 319 gun metal blocks for chacons Manufacturing 49 sets (seven to a set) of gun metal blocks for setting up chacons.	-	105 - 4	135 8 5	43 11 1	283 19 10	
668	21 July 1862 (51—9—237)		-					
698	23 Aug. 1862 (7350—7378)		-	91 15 9	106 2 7	38 1 4	235 19 8	
779	18 Nov. 1862 (Gravesend)—29)		-	18 15 6	12 4 5	7 15 9	38 15 8	
485	12 Dec. 1862 (7634—367)	Services executed for the Clothing Establishment, Woolwich : Repairing bolt of crane at the Clothing Establishment, Woolwich Repairing two packing presses used for packing military clothing	-	- 4 -	-	- 1 7	- 5 7	
782	"		-	17 8 1	7 5 6	7 4 4	31 17 11	
483	13 Nov. 1862 (Woolwich—210)	Miscellaneous Services executed during the year : Preparing drawings of various machines used in the Royal Arsenal for the Royal Military Academy, Woolwich. Overhauling grinding valves and proving boiler at the Cadets' Academy (Workshop). Preparing a set of drawings of all natures of rifled guns for the director of artillery studies at Woolwich. Manufacturing columns, girders, lattices, and iron brackets for the gallery at the Mechanic's Institute, Royal Arsenal, including taking down and altering the same. Bisecting three rifle barrels longitudinally and transversely for the purpose of exhibiting the spiral grooves, for preservation in the Royal Military Rotunda, Woolwich. Cleaning and painting a gun of Henry the Eighth's era, for preservation in the Royal Military Rotunda, Woolwich. Manufacturing and fitting 234 bars and bolts for the windows of the Rotunda Museum, Woolwich. Preparing drawings and diagrams of machines used in the manufacture of gunpowder for the War Office. Preparing scale drawings of Armstrong guns Completing, 95 gun-metal press plates for gunpowder works, Waltham Abbey. Preparing patterns, &c., in connection with a new granulating machine proposed to be manufactured. Manufacturing 5,400 feet of cast iron skidding, including the preparation of two sets of patterns. Preparing and testing 14 specimens of iron moulds for rifle barrels for the Small Arms Factory, Enfield.	-	9 13 8	3 9 10	4 - 3	17 3 9	
660	-		-	1 2 11	2 3 2	- 9 6	3 15 7	
708	1 Dec. 1862 (7857—144)		-	5 6 6	5 3 7	2 4 2	9 14 3	
720	10 Sept. 1862 (61—B. E.—135)		-	58 19 9	31 16 10	24 9 3	115 5 10	
605	13 Aug. 1859 (85—Gen. No.—126)		-	8 7 3	-	3 9 4	11 16 7	
468	9 Nov. 1859 (57—23—413)		-	- 15 -	-	- 6 2	1 1 2	
684	4 Nov. 1859		-	23 14 10	12 9 9	9 17 -	46 1 7	
729	26 Sept. 1862 (7637—39)		-	74 12 11	6 5 2	30 19 3	111 17 4	
752	18 Oct. 1862 (7857—145)		-	2 7 3	- 15 9	- 19 7	4 2 7	
515	17 July 1861 (74—3 S—187)		-	310 14 8	-	128 17 11	439 12 7	
666	{ 14 July 1862 (74—3—3—198) 5 Aug. 1862 (74—3—198)	-	9 8 11	- 8 1	3 18 5	13 15 5		
687	19 Aug. 1862 (74—Gen. No.—439)	-	161 14 1	309 14 11	67 1 6	538 10 6		
700	-	-	11 - 3	-	4 11 4	15 11 7		

Services executed for the Royal Artillery :								
452	29 Dec. 1862 (54-a-10630)	-	Repairing four 9-pounder Armstrong guns, adjusting sights for H Battery, Royal Horse Artillery, including exchanging sights.	-	18 17 9	1 6 -	7 16 8	28 - 5
467	9 Nov. 1859 (27-23-418)	-	Adjusting the sights of the 6-pounder guns at the Grand Depot, Royal Artillery, Woolwich.	-	1 15 -	-	- 14 6	2 9 6
509	20 Feb. 1862 (54-Artillery-8820)	-	Guns, brass, to be repaired and cleaned for the A, B., and C. Brigades, Royal Artillery.	-	2 1 8	1 19 9	- 17 3	4 18 8
523	21 Nov. 1861 (Hurst Castle-70)	-	Completing a driving wheel for portable cupola for S. W. District, Royal Artillery.	-	1 9 1	-	- 12 -	2 1 1
636	2 May 1862 (54-Artillery-9326)	-	Completing a 9-pounder Armstrong gun for issue for F. Battery, Royal Artillery.	-	- 9 6	-	- 3 11	- 13 5
742	23 Sept. 1862 (54-Artillery-1013)	-	Repairing and adjusting sights of four batteries of 9-pounder Armstrong guns for the E., F., G., and H. Batteries of Royal Artillery.	-	4 10 -	-	1 17 4	6 7 4
559	29 March 1862 (Jersey-5-161)	-	Manufacturing an iron truck for shot furnace for the use of the Royal Artillery at Jersey.	-	2 13 7	- 5 8	1 2 3	4 1 6
778	14 Nov. 1862 (Gravesend-11-29)	-	Making the necessary alterations to mantelets at Aldershot as proposed by Captain Paisley.	-	12 9 8	4 7 4	5 3 7	22 - 7
638	27 May 1862 (84-R-636)	-	Manufacturing one experimental wrought iron target for rifle practice at Hythe, as proposed by Captain Roberts, consisting of four plates, flanged on each edge, planed, drilled and secured by bolts and cotters.	-	18 14 1	5 16 2	7 15 2	32 5 5
531	23 Jan. 1862 (Gen. No.-5-3236)	-	Completing a mantelet, on the plan proposed by Captain Du Cane, R. E.	-	6 11 2	3 9 6	2 14 5	12 15 1
471	17 Jan. 1863 (766-14)	-	Fitting one 110-pounder, one 20-pounder, two 12-pounders, and one 7-inch howitzer, with vent-pieces of tempered steel; also supplying new breech screws to the 20-pounder and two 12-pounders, cutting out hollow for nose of vent-piece in vent chamber, and repairing saddle of 110-pounder, slotting vent chamber of 7-inch howitzer to fit the new steel vent-piece, supplying a new breech screw, and boring out and fitting the lever for the same, with new keep pins, lapping rifles of gun drilling and fitting with new sockets, and lighting the gun; also preparing special tools for upsetting the bullet chamber of the 110-pounder.	-	93 2 5	85 8 8	38 12 11	217 4 -
548	4 Mar. 1863 (73-3-3610)	-	Preparing three vent-pieces for experiment for 110-pounder Armstrong guns of toughened steel for Shoeburyness.	-	- 5 -	- 1 11	- 2 1	- 9 -
547	{ 15 March 1862 (80-119) 23 April 1862 (57-29-406)	-	Sighting and fitting tangent scales, 13-inch, 10-inch, and 8-inch mortars (two of each nature) for the Commandant at Woolwich and the School of Gunnery, Shoeburyness.	-	24 13 11	2 13 5	10 6 8	37 14 -
560	7 April 1862 (73-3-2915)	-	Fitting one 110-pounder and one 40-pounder Armstrong gun with indicating rings to breech screws, and all recent improvements for the School of Gunnery, Shoeburyness. (Material made from scrap.)	-	1 7 2	-	- 11 3	1 18 5

No. 2.—ROYAL GUN FACTORY, WOOLWICH ARSENAL.—(B.) Statement of the Expenditure of all Services during the Year 1862-3—continued.

Number of Order.	AUTHORITY.	DESCRIPTION.	Number Made.	Labour.		Material.		Proportionate Share of other Expenses.		Total Cost.	
				£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
567	11 April 1862 (73-3-2922)	Enlarging slot of vent piece 7-inch howitzer from 5-inch to 5.75-inch.	-	-	7 -	-	-	-	2 11	-	9 11
610	28 April 1862	Manufacturing a pulley for intermediate shaft of cupola, 30 stays for targets, and supplying 28 lbs. of tallow and white lead for the School of Gunnery, Shoeburyness.	-	5	11 3	4	4 10	2	6 1	12	2 2
662	{ 22 July 1862 } { 28 July 1862 }	Fitting gun-metal bushes for tangent and trunnion sights of a 70-pounder Armstrong gun at Shoeburyness.	-	2	11 11	-	10 6	1	1 6	4	3 11
751	10 Oct. 1862—(80—Artillery—1504)	Preparing two 300-pounder and two 200-pounder breech tangent and trunnion sights for Shoeburyness.	-	7	16 9	1	15 4	3	5 -	12	17 1
762	4 Oct. 1862—(57—298—445)	Manufacturing 100 iron rails, 10 feet long each, for the tramways for the use of the School of Gunnery.	-	101	12 -	195	15 5	42	2 10	339	10 3
775	7 Nov. 1862—(61—G. F.—1303)	Completing 50 tin cups for experiment with 70-pounder Armstrong gun, for the School of Gunnery, Shoeburyness.	-	-	11 -	-	15 6	-	4 6	1	11 -
746	{ 25 Aug. 1862—(54—Artillery—9261) } { 5 Nov. 1862—(54—Artillery—10359) }	Manufacturing 58 gun-metal models of smooth bore ordnance on a scale of 2" to the foot, for instructional purposes in the Schools of Gunnery.	-	203	13 2	108	10 -	84	8 5	396	11 7
443	21 Nov. 1862—(73-3-3390)	Manufacturing a crutch, on Lieutenant Singers' pattern, for H.M.S. "Excellent," including the preparation of drawings and repeated alterations to the pattern. (Made from scrap).	-	2	7 6	-	-	-	18 8	3	6 2
553	25 March 1862—(57-2-6437)	Fitting indicating rings to breech screws of one 110 and 40-pounder Armstrong guns, for H.M.S. "Excellent."	-	1	4 -	-	1 11	-	9 11	1	15 10
628	4 Nov. 1859	Manufacturing two crutches for friction tubes for smooth bore ordnance, on Lieutenant Singers' improved plan, including repeated alterations to the same. (Made from scrap).	-	1	15 7	-	-	-	14 9	2	10 4
689	4 Nov. 1859	Adapting and fitting a 40-pounder Armstrong gun with Lieutenant Singers new crutch arrangement.	-	4	19 9	-	-	2	1 5	7	1 2
693	2 July 1862—(73-3-3134)	Preparing drawings and manufacturing sights, on Lieutenant Singers' plan for Captain Cole's Cupola.	-	8	11 11	-	10 6	3	11 3	12	13 8
703	15 Aug. 1859—(G. No—126)	Manufacturing four tin cup extractors, on a modified plan, as proposed by Lieutenant Singers; also four iron levers for releasing vent pieces when they become jammed.	-	3	9 7	-	9 -	1	8 10	5	7 5
765	{ 28 Oct. 1862—(73-3-3356) } { 29 Oct. 1862—(D.—2552) }	Manufacturing and fitting two new steel bars to Lieutenant Singers' cupola sight, and various alterations to the same.	-	4	10 -	-	19 8	1	17 4	7	7 -
447	9 Nov. 1859—(57-23-413)	Reducing a 68-pounder cast iron gun, experimental "No. 93," two calibres in length, for Mr. Jeffreys.	-	1	7 3	-	-	-	11 6	1	18 9
477	"	Reducing a 68-pounder cast iron gun, experimental "No. 93," two calibres in length, for Mr. Jeffreys.	-	1	5 -	-	-	-	10 3	1	15 3

500	9 Nov. 1859 (57-23-413)	-	-	-	1 5 -	-	-	-	10 3	1 15 3
715	4 Nov. 1859	-	-	-	1 5 6	-	-	-	10 7	1 16 1
503	{ 23 May 1862-(61-G. No.-935) - 30 June 1862-(61-G. No.-954) - }	-	-	-	27 11 6	2 5 10	11 8 10	41 6 2		
503	20 May 1862-(61-Gas Factory)	-	-	-	- 13 1	- 3 8	- 5 5	1 2 2		
618	14 Nov. 1861-(61-Gen. No.-1183)	-	-	-	- - 7	- 14 6	- - 4	- 15 5		
456	29 Nov. 1862 (57-Portsmouth-1266)	-	-	-	5 7 11	7 14 4	2 4 9	15 7 -		
653	26 June 1862 (Portsmouth-12-213)	-	-	-	378 18 9	189 4 9	157 3 8	725 7 2		
788	6 Aug. 1862 (Portsmouth-12-221)	-	-	-						
681	28 July 1862 (57-Portsmouth-1206)	-	-	-	1 - -	-	- 8 3	1 8 3		
682	15 Aug. 1862 (Portsmouth-12-221)	-	-	-	3 9 8	- 4 2	1 8 11	5 2 9		
458	2 Dec. 1862 (73-3-3420)	-	-	-	- 5 -	-	- 2 2	- 7 2		
462	7 Jan. 1863 (D.-50)	-	-	-	- 1 6	-	- - 7	- 2 1		
488	31 Jan. 1863	-	-	-	1 7 8	- 13 9	- 11 6	2 12 11		
564	12 April 1862 (80-8-183)	-	-	-	- 10 -	-	- 4 2	- 14 2		
525	22 Aug. 1861 (54-Mariner-1078)	-	-	-	5 12 7	7 5 -	2 6 9	15 4 4		
573	16 April 1862 (80-A.-1352)	-	-	-	27 - -	- 6 -	11 4 -	38 10 -		
563	7 Dec. 1859 (73-G. No.)	-	-	-	- 15 10	- 1 8	- 6 5	1 3 11		
623	7 Nov. 1862 (61-G. F.-1258)	-	-	-	1 7 6	- 8 2	- 11 5	2 7 1		
646	21 April 1862 (84-8-10)	-	-	-	10 3 1	- 12 -	4 4 2	14 19 3		
661	8 July 1862 (62-India-197)	-	-	-	33 15 8	13 18 1	14 - 3	61 14 -		

No. 2.—ROYAL GUN FACTORY, WOOLWICH ARSENAL.—Statement of the Expenditure of all Services during the Year 1862-3—continued.

Number of Order.	AUTHORITY.	DESCRIPTION.	Number Made.	Labour.		Material.		Proportionate Share of other Expenses.		TOTAL COST.
				£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
624	Telegram, 5th June 1862 - - -	Repairing the Viceroy of Egypt's steam yacht, including fixing patent ventilator, and making the necessary connections, fitting blow-off cocks with new caps, making iron grating ventilators, connecting surface condensers with engines, altering ejection pipes, repairing fan engine for ventilating, repairing feed and blow-off pipes, lengthening capstan shaft, and fitting it with new foot-step, new flue for auxiliary engine, &c. &c. This work was done under great pressure, and considerable expense was incurred working overtime.	-	258 10 2	33 8 4	107 4 8	399 3 2			
622	4 Nov. 1859 - - -	Rifling a 20-pounder block supplied by Mr. Krupp on Sir William Armstrong's principle, including re-chambering, venting, enlarging wedge-opening, and making gauges, &c.	-	9 2 2	- 2 -	3 15 7	12 19 9			
793	13 Aug. 1859 (85—Gen. No.—126) -	Turning out cup receptacle in Mr. Krupp's 20-pounder steel gun.	-	- 14 -	- - -	- 5 11	- 19 11			
785	4 Nov. 1859 - - -	Manufacturing breech tangent sights, sockets, &c., for Mr. Berger's steel gun, including making special tools for sighting the same.	-	8 14 11	1 8 -	3 12 6	13 15 5			
686	11 Aug. 1862 (84—K.—107) - - -	Manufacturing five wrought-iron plates to pattern for Messrs. Kulinki and Waolskie.	-	1 4 11	- 4 4	- 10 4	1 19 7			
707	9 Nov 1859 (57—23—413) - - -	Sighting a 40-pounder Armstrong gun on Lieutenant Noble's plan for experiment, including making a complete set of sights according to drawing supplied. Also the necessary tools for the execution of the service, viz., making taps for vernier screws, drifts for elevating nut, and a number of small drills, &c.	-	10 14 4	1 5 3	4 9 -	16 8 7			
734	{ 21 Feb. 1863 - - - 4 Nov. 1859 - - -	Manufacturing four pattern sets (10 to a set) of gabion bands, on Sergeant Major Jones', R.E., pattern. These were made three times over (before perfect sets suitable for sealing as patterns were obtained), in consequence of the iron supplied by contract not being of proper quality.	-	18 2 10	1 8 8	7 10 6	27 2 -			
697	12 Aug. 1862 (57—Devonport—842)	Manufacturing a wrought-iron monkey for driving mandril for bouching guns for Devonport. (Made from scrap).	-	1 15 -	- - -	- 14 6	2 9 6			
761	27 Oct. 1862 (57—Devonport—849) -	Manufacturing and fitting wrought-iron axles for shot-cleaning machine for Devonport.	-	10 15 10	2 6 7	4 9 6	17 11 11			
705	4 Nov. 1859 - - -	Manufacturing an iron-shot bearer for loading the Horsfall 13-inch wrought-iron gun.	-	1 3 6	- 4 6	- 9 9	1 17 9			
446	23 Dec. 1862 (80—W.—729) - - -	Manufacturing three 12-pounder brass gun-blocks for Mr. Whitworth, including turning true on the outside, and boring with a small 2-inch hole.	-	28 4 3	279 11 1	11 14 1	319 9 5			

507	{ 13 Dec. 1861 (80—W.—504) - 14 Feb. 1863 (73—3—3649) -	-	-	76 10 7	10 15 1	31 14 11	119 - 7
702	-	-	-	2 6 8	-	- 19 4	3 6 -
506	4 Nov. 1859 -	-	-	5 19 11	- 2 8	2 9 9	8 12 4
451	27 Dec. 1862 (80—R.—119) -	-	-	52 6 3	- 18 3	21 14 -	74 18 6
479	24 Jan. 1863 (80—R.—120) -	-	-	2 1 5	12 19 9	- 17 2	15 18 4
457	31 Dec. 1862 (80—R.—117) -	-	-	41 6 6	234 1 1	17 2 9	292 10 4
502	27 Nov. 1861 (80—R.—90) -	-	-	203 6 3	99 18 7	84 6 8	387 11 6
486	17 Jan. 1863 -	-	-	- 14 6	-	- 6 -	1 - 6
615	{ 15 April 1862 (80—T.—124) - 21 Aug. 1862 (80—T.—132) -	-	-	379 2 10	263 12 -	157 5 4	800 - 2
631	{ 8 May 1862 (80—T.—126) - 9 Nov. 1859 (57—23—413) -	-	-	904 9 1	1,534 3 9	375 3 4	2,813 16 2
696	21 Aug. 1862 (80—T.—132) -	-	-	464 1 11	316 17 4	192 10 1	973 9 4
575	-	-	-	186 8 -	16 4 1	77 6 4	279 18 5
611	21 Feb. 1860 (73—3—832) -	-	-	2 - 6	-	- 16 9	2 17 3
617	15 May 1862 (73—3—2927) -	-	-	77 17 9	36 12 -	82 6 2	146 15 11
699	17 July 1861 (73—3—2090) -	-	-	- 13 5	-	- 5 7	- 19 -

Preparing the drawings, making the sights, sighting and finishing one 7-inch gun and five brass guns for Mr. Whitworth. Sighting a howitzer which is to form part of the Whitworth battery.

Boring, rifling and finishing a 9-pounder brass gun on Mr. Lancaster's principle.

Converting a 12-pounder Armstrong gun into one on Mr. Westley Richard's breech-loading principle, including preparation of drawings, alterations, &c.

Manufacturing two 12-pounder guns on Mr. Westley Richard's breech-loading principle (still in course of manufacture).

Manufacturing a 70-pounder breech-loading gun on Mr. Westley Richard's principle, including gauges, tools, &c. (still in course of manufacture).

Manufacturing a 40-pounder gun on Mr. Westley Richard's breech-loading principle, with sights, &c. complete, including tools, alteration in models, and a breech loading arrangement.

Drilling and preparing Mr. Lynam Thomas' 7-inch muzzle loading gun to receive quadrant for experiment.

Manufacturing 135 projectiles for Mr. Lynam Thomas' 7-inch gun (15 of steel, 86 of wrought iron, and 54 of cast-iron), including turning and rifling the said projectiles, making the necessary drawings, gauges, and other tools required in the course of this manufacture.

Manufacturing a 9-inch rifle wrought-iron gun on Mr. Lynam Thomas' principle, including making the original drawings, and drawings of all the details to govern the manufacture, also the necessary alterations to the machinery of the Department to adapt it for turning, boring, and rifling a gun of such large dimensions, likewise the preparation of a number of expensive steel gauges and other tools found to be necessary in the execution of this service.

Manufacturing 109 projectiles for the above gun (36 of cast iron, 65 of wrought iron and 8 of steel), including turning and rifling the said projectiles, making drawings, gauges, and other necessary tools, likewise all the alterations made as suggested by Mr. Lynam Thomas during the manufacture of the above projectiles.

Manufacturing 404 indicating rings for 40-pounder Armstrong guns supplied by the Elswick Ordnance Company.

Turning and facing 19 40-pounder Armstrong guns supplied by the Elswick Ordnance Company for indicator rings.

Manufacturing and fitting 93 40-pounder Armstrong guns supplied by the Elswick Ordnance Company with new breech coppers, and 26 new copper rings for vent-pieces.

Filing flaws of Nos. 524 and 487 40-pounder Armstrong guns supplied by the Elswick Ordnance Company.

No. 2.—ROYAL GUN FACTORY, WOOLWICH ARSENAL.—Statement of the Expenditure of all Services during the Year 1862-3—continued.

Number of Order.	AUTHORITY.	DESCRIPTION.	Number Made.	Labour.	Material.	Proportionate Share of other Expenses.	TOTAL COST.
				£. s. d.	£. s. d.	£. s. d.	£. s. d.
701	29 September 1862 - - -	Manufacturing and fitting sights to 100-pr. muzzle-loading smooth bore gun, supplied by the Elswick Ordnance Company, including slotting caseable, and fitting the same with a new breech-loop block, also drilling holes in breech, and fitting with pieces of iron for laying the gun with a quadrant.	-	14 2 10	1 7 11	5 17 4	21 8 1
780	13 Feb. 1861 (57—Woolwich—3156)	Repairing and supplying 40-pr. Armstrong guns, Nos. 167 and 195, with new breech screws, and No. 195 with a new tube throughout, supplied by the Elswick Ordnance Company.	-	27 6 8	22 10	11 6 6	61 - 3
772	8 Nov. 1862 (73-3-3322) - -	Repairing No. 503, 40-pr. Armstrong gun, supplied by the Elswick Ordnance Company, with a new tube (1 a.)	-	12 14 7	18 13 4	5 5 7	36 13 6
800	{ 29 Nov. 1862 (73-3-3420) - 26 Dec. 1862 (73-3-3420) - }	Repairing and filing breech screw of No. 470, 40-pr. Armstrong gun, supplied by the Elswick Ordnance Company.	-	- 5 10	-	- 2 5	- 8 3
453	13 Feb. 1862 (57-24-3156) - -	Repairing No. 53, 110 pr. light Armstrong gun with a new tube (1-a.) throughout.	-	16 17 9	24 13 7	7 - 1	48 11 5
469	13 Feb. 1861 (57—Woolwich—3156)	Repairing No. 68, 110-pr. Armstrong gun with a tube throughout (not completed).	-	10 8 1	22 16 4	4 6 3	37 10 8
554	4 Mar. 1861 (73-3-2837) - -	Fitting and screwing 397, 110-pr. Armstrong guns in store with the new pattern thin iron bouches (made from scrap), also altering the vent-slots to allow the shackles to drop into their places.	-	389 7 8	-	161 10 4	550 18 -
669	13 Feb. 1861 (57—Woolwich—3156)	Repairing 110-pr. Armstrong gun, No. 144, with a new 1 a. tube, E. and D. coils, and No. 81 gun with a new breech iron.	-	41 4 8	49 5 10	17 2 2	107 12 8
737	" " - - -	Altering and re-sighting, rounding corners, re-chambering, facing and polishing breech screws, Nos. 33, 110-pr.; 35, 151, and 159, 40-prs. (old pattern); 18, 27, 36, and 221, 20-prs., Armstrong guns, and making them in accordance with the sealed pattern.	-	54 15 11	45 5 -	22 14 7	122 15 6
755	" " - - -	Repairing and altering to service pattern, No. 49, 110-pr.; No. 26, 20-pr. Royal Gun Factory's guns; and No. 101, 40-pr.; No. 14 and 22, 20-pr. gun, supplied by the Elswick Ordnance Company.	-	33 13 8	24 6 -	13 19 5	71 19 1
760	13 Feb. 1861 (57—Woolwich—3156)	Repairing breech screws of three 110-pr. Armstrong guns, and adjusting the sights of Nos. 116, 20-pr., and 162, 12-pr. guns.	-	5 8 5	-	2 4 11	7 13 4
454	29 Dec. 1862 (D.—2022) - -	Altering and widening vent-slot of No. 184, 40-pr. Armstrong gun, to suit new pattern vent-piece.	-	- 11 -	-	- 4 7	- 15 7
464	{ 27 Mar. 1863 (61—I. of A.—319) 9 Jan. 1863 (73-3-3420) - }	Altering and widening vent-slot of No. 183, 40 pr. Armstrong gun, to suit new pattern vent-pieces.	-	- 17 6	-	- 7 3	1 4 9

227	{ 10 Dec. 1861 (73-3-2500) - 21 Feb. 1862 (73-3-2774) - 17 May 1862 (73-3-3015) -	} Enlarging powder chambers of five 40-pr. O. P.; 148 20-pr. and 69 12-pr. Armstrong guns. Widening and altering vent slot of 258 40-pr. Armstrong guns, including the making gauges, tools, &c. Hammering 109 40-pr. vent-pieces to suit new pattern copper ring of a larger diameter, increased from 4.02 to 4.094 inches. Manufacturing 200 indicator Rings for 40-pr. G. pattern Armstrong guns.	-	124	-	2	-	6	8	51	8	9	175	15	7	
513	Telegram, 5 June 1862 -		-	69	17	1	-	6	9	28	19	6	99	3	4	
626	21 June 1861 (73-3-1700) -		-	18	18	-	-	-	-	-	7	16	9	26	14	9
678	13 Feb. 1861 (57-Woolwich-3156)		-	87	6	7	11	16	8	36	4	5	135	7	8	
749	18 Dec. 1862 (D.-2942) -	-	14	9	5	18	13	9	6	-	1	39	3	3		
436	21 Feb. 1863 (54-Artillery-1116) -	-	12	13	5	9	-	9	5	5	1	26	19	3		
503		-	119	6	2	20	6	1	49	9	10	189	2	1		
513	22 Dec. 1860 (73-3-1602) -	-	5	16	10	7	5	-	2	8	5	15	10	3		
526	13 Feb. 1862 (57-Woolwich-3156)	-	19	19	5	15	12	3	8	5	8	43	17	4		
566	"	-	10	8	8	-	-	-	4	6	10	14	15	6		
582	"	-	142	-	3	29	13	11	58	18	2	230	12	4		
679	"	-	-	3	9	-	-	-	-	1	7	-	5	4		
673	19 July 1862 -	-	-	15	-	-	11	-	-	6	3	1	12	3		
676	13 Feb. 1861 (57-Woolwich-3156)	-	6	17	1	-	-	-	2	16	9	9	13	10		
677	29 July 1862 (73-3-3132) -	-	19	10	8	1	2	8	8	2	-	28	15	4		
789	29 Nov. 1862 (73-3-3421) -	-	3	9	3	6	-	4	1	8	9	10	18	4		
722	4 November 1859 -	-	-	-	8	-	5	9	-	-	3	-	6	8		
524	13 Feb. 1861 (57-Woolwich-3156)	-	-	11	9	-	-	-	-	4	10	-	16	7		
460	9 Nov. 1859 (57-23-413) -	-	7	3	8	-	-	-	2	19	7	10	3	3		
512	3 Feb. 1862 (73-3-2689) -	-	5	8	7	-	14	2	2	5	-	8	7	9		

No. 2.—ROYAL GUN FACTORY, WOOLWICH ARSENAL.—(B).—Statement of the Expenditure of all Services during the Year 1862-3—continued.

Number of Order.	AUTHORITY.	DESCRIPTION.	Number made.	Labour.	Material.	Proportionate Share of other Expenses.		Total Cost.
						£. s. d.	£. s. d.	
694	5 Nov. 1858 (57—Woolwich—790) -	Fitting breech tangent and trunnion sights of 9-pounder battery with new leaves, including engraving and browning.	-	£. s. d. 5 5 -	-	2 3 6	7 8 6	
448	14 Feb. 1862 (12705—36) -	Manufacturing five sets of special tools for Armstrong guns for the use of artificers serving at various stations, including machines for facing coppers, drifts for upsetting coppers, chisels, punches, &c.	-	94 2 -	43 16 2	39 - 8	176 18 10	
630	19 May 1862 - - - -	Altering 48 sets of sighting instruments, and making them in accordance with sealed patterns.	-	48 8 -	- 19 -	20 1 6	69 8 6	
645	6 June 1862 - - - -	Manufacturing 94 cutter blocks for 12-pounder Armstrong guns, including forging blocks, and two bars for cutters for each block, and fitting the same up complete.	-	46 4 4	1 13 5	19 3 5	67 1 2	
781	17 Nov. 1862 (73—3—3357) -	Manufacturing additional cutters for pattern sets of facing implements for 6, 12, 20, and 40-pounder Armstrong guns.	-	- 15 -	- 1 3	- 6 3	1 2 6	
791	21 Nov. 1862 (Shoebury—18) -	Manufacturing spring guide block and screwing block for powder chambers of 110-pounder Armstrong guns, that have the breech bushes expanded home by firing.	-	1 17 5	- 2 -	- 15 6	2 14 11	
625	{ 19 May 1862 (80—A.—1356) - 4 July 1862 (80—A.—1356) -	Sighting true and supplying with trunnion and dispart sights 18 40-pounder, 156 20-pounder, 352 12-pounder, and 19 6-pounder Armstrong guns.	-	872 7 10	85 3 4	361 17 4	1,319 8 6	
643	{ 23 Sept. 1862 (54—A.—10135) 31 Oct. 1861 (73—3—2274) -	Rounding off the sharp edges of all parts and natures of 227 Armstrong guns and their fittings and re-browning the same.	-	131 1 11	- 11 7	54 7 7	186 1 1	
776	1 Nov. 1861 (G.—14184—P. M.—19)	Sighting true and rounding off the corners of levers, and tappets of all the sealed pattern Armstrong guns, and removing the drip pans from the 12-pounder land service ones.	-	42 6 5	-	17 11 1	59 17 6	
487	29 Jan. 1863 (73—3—3553) -	Manufacturing five steel caps for six 12, 20, 40, and 110-pounder guns, one of each for the breech of Armstrong guns.	-	3 19 -	2 5 -	1 12 9	7 16 9	
497	22 Jan. 1863 (57—Woolwich—4406)	Removing the badges off 565 smooth-bore guns. (Still in hand).	-	16 5 -	-	6 14 9	22 19 9	
504	4 Nov. 1859 - - - -	Finishing a 32-pounder smooth-bore gun fitted with a wrought-iron lining.	-	1 - -	-	- 8 3	1 8 3	
795	31 Oct. 1862 (73—3—2276) -	Repairing and putting in order the Armstrong guns, which have been exhibited in the International Exhibition.	-	5 18 3	-	2 9 1	8 7 4	
536	13 Feb. 1861 (57—Woolwich—3156)	Manufacturing a wrought-iron monkey for driving mandril for bouching 110-pounder guns. (Made from scrap).	-	1 10 -	-	- 12 5	2 2 5	
540	Telegram, 2 March 1863 -	Preparing gas-fittings for illumination in celebration of the marriage of H. R. Highness the Prince of Wales. (The material for this service was all returned into store).	-	58 9 2	-	24 4 11	82 14 1	
543 & 590	{ 5 March 1862 (G. No.—197) - 30 April 1862 (73—3—2979) -	Mounting on linen 7,000 lithograph drawings of facing implements, &c., for Armstrong guns for instructional purposes.	-	95 - 2	104 6 4	39 8 2	238 14 8	
640	23 June 1862 (73—3—3104) -	Manufacturing 50 tin cups and gauge for a 70-pounder wedge Armstrong gun.	-	- 19 11	1 14 5	- 8 3	3 2 7	

		1	2	6	-	1	2	6	-	-	-	9	4	1	11	10
709	30 July 1862	-	-	-	-	66	15	-	-	-	-	27	13	94	8	9
727	12 July 1862 (73-3-3126)	-	-	-	-	8	18	6	-	-	-	3	14	12	12	6
787	{ 25 Nov. 1862 - 6 Jan. 1862 -	-	-	-	-	60	9	7	-	-	-	25	1	302	1	4
440	{ 9 Nov. 1859 (57-23-413) 18 Dec. 1862 (80-L.-207	-	-	-	-	43	6	-	-	-	-	17	19	328	18	3
441	" " "	-	-	-	-	32	12	3	-	-	-	13	10	141	19	9
442	{ 9 Nov. 1859 (57-23-413) 18 Dec. 1862 (80-5-207)	-	-	-	-	25	5	-	-	-	-	10	9	35	14	6
461	28 Jan. 1863 (7108-4649)	-	-	-	-	4	-	10	-	-	-	1	13	13	12	1
505	18 Jan. 1862 (D.-1892)	-	-	-	-	180	2	4	-	-	-	74	14	271	8	3
508	26 March 1862 (80-T.-121)	-	-	-	-	77	7	4	-	-	-	32	1	337	11	9
517	21 Feb. 1860 (73-3, P.-832)	-	-	-	-	14	19	5	-	-	-	6	4	22	7	1
594	7 May 1862 (73-3-2977)	-	-	-	-	1	10	-	-	-	-	-	12	2	2	5
620	22 May 1862 (54-Art. 7-9460)	-	-	-	-	-	3	-	-	-	-	-	1	-	-	4
637	2 May 1862 (54-Artillery-9326)	-	-	-	-	57	-	8	-	-	-	23	13	80	13	10
642	5 Nov. 1858 (57-Woolwich-709)	-	-	-	-	4	9	-	-	-	-	1	16	14	17	5
706	9 Dec. 1862 (57-2-7088)	-	-	-	-	45	3	4	-	-	-	18	14	74	9	9
707	13 Dec. 1862 (7744-80)	-	-	-	-	4	8	-	-	-	-	1	16	6	4	6
1030	9 Nov. 1859 (57-23-413)	-	-	-	-	Amount carried to Summary										
		-	-	-	-	£	10,595	14	-	6,845	2	11	4,394	19	11	21,835 16 10

No. 2.—ROYAL GUN FACTORY, WOOLWICH ARSENAL.—(B.)—Statement of the Expenditure of all Services during the Year 1862-63—continued.

Number of Order.	AUTHORITY.	DESCRIPTION.	Number made	Labour.	Material.	Proportionate Share of other Expenses.	Total Cost.
				£. s. d.	£. s. d.	£. s. d.	£. s. d.
690	14 March 1863 (57--22--5860)	An artificer inspecting the repairs to the machinery of the war department steamer "Lord Pannure," executed by Messrs. Simpson and Co., of London.	-	1 12 7	-	-	1 12 7
511	9 Nov. 1859 (57--23-413)	An artificer attending at Shoeburyness, to put the portable cupola at that station in good working order.	-	1 12 6	-	-	1 12 6
587	Telegram, 11 Nov. 1862	An artificer attending and examining a Whitworth gun, after experiment at Shoeburyness.	-	1 5 1	-	-	1 5 1
770	Telegram, 11 Nov. 1862	An artificer attending at Shoeburyness, to examining the Whitworth guns, after experimental firing.	-	2 1 1	-	-	2 1 1
484	1 April 1863 (54--Artillery--11472)	An artificer attending experiments with a 12-pounder battery of Armstrong guns, at Shorncliffe.	-	- 19 6	-	-	- 19 6
494	10 Feb. 1863	Examining targets at Dover	-	1 6 6	-	-	1 6 6
591	11 March 1863 (56--Dover--657)	Wages of an artificer attending at Dover and repairing targets	-	3 - 1	- 3 3	-	3 3 4
663	16 July 1862 (6--Chatham--597)	An artificer attending at Chatham, to bouch 110-pounder guns into iron	-	- 8 1	-	-	- 8 1
		Amount carried to Summary	-	12 5 5	- 3 3	-	12 8 8
Manufacturing spare fittings for smooth Bore Guns, to meet demands of the principal Superintendent of Stores:							
802	{ 6 April 1863 (57--2--7462) (57--19--3073) (Ceylon--5--45) - 31 March 1862 (57--3--476) - 13 Feb. 1861 (57--Woolwich--3156)	Battens, wood	10	4 10 4	2 - 5	1 17 6	8 8 3
803	"	Bits, vent	990	22 9 4	4 14 3	9 6 5	36 10 -
804	"	Blocks for breeching loops	250	2 - 6	1 8 -	- 16 9	4 5 3
806	"	Braces, armours	12	7 - 7	- 5 11	2 18 4	10 4 10
809	"	Callipers, sliding	26	172 16 6	1 10 8	71 13 9	246 - 11
810	"	Collars, gun metal, for elevating screw (completing)	6	- 4 7	-	- 1 11	- 6 6
812	"	Cases, packing, various	501	17 12 2	39 13 1	7 6 1	64 11 4
813	"	Cases, perpendicular for upright levels	37	43 1 1	51 11 1	17 17 2	112 9 4
814	"	Cases for quadrants	122	23 17 11	15 18 7	9 18 3	49 14 9
816	"	Covers, gun metal, for hammers and sights	717	119 16 0	370 19 2	49 13 10	540 9 -
817	"	Crutches with screws	2,759	600 15 8	24 7 1	249 4 1	-874 6 10
823	"	Drills for vents	52	4 18 1	- 15 4	2 - 8	7 14 1

[illegible]

No. 2.—ROYAL GUN FACTORY, WOOLWICH ARSENAL.—Statement of the Expenditure of all Services during the Year 1862-3—*continued*.

Number Order.	AUTHORITY.	DESCRIPTION.	Number made.	Labour. £. s. d.	Material. £. s. d.	Proportionate Share of other Expenses. £. s. d.	TOTAL COST. £. s. d.
		Manufacturing Spare Fittings for Smooth-bore Guns— <i>continued</i> .					
870	{ 6 April 1863 (57-2-7462) (57- 19-3073) (Ceylon-5-45) 31 March 1862-(57-3-476) 13 Feb. 1861 (57-Woolwich-3156)}	Studs for trunnions - - - - -	145	3 14 5	- 5 3	1 10 10	5 10 6
871	"	Screws, fixing gun - - - - -	7,660	29 9 9	3 8 10	12 4 8	45 3 3
874	"	Screws, preserving - - - - -	3,830	24 15 -	1 7 7	10 5 3	36 7 10
875	"	Screws, countersunk - - - - -	200	6 16 7	1 6 8	2 16 8	10 19 11
877	"	Searchers, spring (various) - - - - -	207	349 14 7	92 5 6	145 1 4	687 1 5
878	"	Sights, brass, hexagon (various) - - - - -	874	234 5 2	199 12 9	97 3 5	531 1 4
879	"	Sights, hind, Millar's, L. S. - - - - -	755	153 15 8	144 14 8	63 15 9	362 6 1
880	"	Sights, fore - - - - -	720	16 2 -	106 14 3	6 13 7	129 9 10
883	"	Spikes, spring (various) - - - - -	1,101	25 7 11	2 16 -	10 10 8	38 14 7
885	"	Sockets, spring for holding lacquering brushes - - - - -	112	30 11 5	1 19 5	12 13 8	45 4 6
886	"	Tools, for venting guns (sets) - - - - -	20	1,129 10 -	274 2 -	468 10 3	1,872 2 3
888	"	Vents, copper (various) - - - - -	1,874	128 11 3	472 6 1	53 6 6	654 3 10
892	"	Washers, iron, for pin and fly-nuts (completing) - - - - -	1,368	- 2 8	- - -	- 1 1	- 3 9
893	"	Washers, leather for pin and fly-nuts (examining) - - - - -	1,368	1 7 -	- - -	- 11 2	1 18 2
894	"	Wrenches, for elevating screws - - - - -	254	21 2 -	2 14 4	8 15 5	32 11 9
895	"	Wrenches, for sights - - - - -	985	35 9 6	4 5 2	14 14 3	54 8 11
896	"	Wax, for taking impressions of vents, &c. (lbs.) - - - - -	56	- - -	7 2 -	- - -	7 2 -
899	"	Implements, for examining guns, adjusting (sets) - - - - -	11	- 16 8	- - -	- 6 10	1 3 6
900	"	Screws, elevating for issue to P. S. S. (adjusting) - - - - -	45	- 2 -	- - -	- 10	- 2 10
902	"	Tongs, for grinding scrapers - - - - -	40	6 11 9	1 16 1	2 14 8	11 2 6
901	"	Instruments, for taking impressions of bores, &c. (sets) - - - - -	18	281 14 9	60 1 3	116 17 4	458 13 4
903	"	Painting, fittings, and for smooth-bore guns - - - - -	-	142 18 11	15 2 6	59 5 10	217 7 3
904	"	Tools, for sighting guns (sets 1); also 36 taps, 1 brace, set of drills, 1 upright machine for drilling sights.	-	46 9 2	6 12 4	19 5 5	72 6 11
905	"	Stamping 13 brass mirrors, for examining bores of guns, including cost of purchase.	-	- 10 10	12 7 -	- 4 5	13 2 3
906	"	Tools for grinding searcher points - - - - -	25	5 1 11	- 13 2	2 2 3	7 17 4
907	"	Amount carried to Summary - - - - -	- £.	7,948 13 3	3,000 6 2	3,297 2 3	14,246 1 8

SUMMARY OF WORK ACCOUNT in BALANCE SHEET for the year 1862-63.

	Labour.	Material.	Proportionate Share of other Expenses.	TOTAL COST.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
From page 1 to page 2.	36,764 11 4	80,144 10 6	15,248 10 10	132,157 12 8
From page 4 to page 19.	45,997 15 4	23,580 1 4	19,076 15 7	88,654 12 3
From page 21 to page 23.	131 18 10	77 17 10	5 14 4	264 11 -
From page 25 to page 95.	10,595 14 -	6,845 2 11	4,394 19 11	21,835 16 10
From page 96 to page 97.	12 5 5	- 3 3	- - -	12 8 8
From page 99 to page 106.	7,948 13 3	3,000 6 2	3,297 2 3	14,246 1 8
TOTAL	101,450 18 2	113,648 2 -	42,072 2 11	257,171 3 1

J. Anderson, Assistant Superintendent,
Royal Gun Factory.

Manufacturing 640 Armstrong guns, of various natures, complete with vent pieces, breech screws, levers, tappets, pins, keep, &c.
Manufacturing for store all natures of spare fittings for Armstrong guns, to enable the Principal Superintendent of Stores to keep a supply to meet demands, consisting of 4,601 vent pieces, 6,133 copper bouches; 4,633 copper rings; 75 levers; 236 tappets; 79 breech screws; 3,371 keep pins; 2,000 breech irons; 3,393 breech coppers; 217 oil hole plugs; 2,063 gun metal plugs for sight holes; 229 saddles; 4,826 sights; 168 elevating eyes; 1,380 percussion hammers; 1,300 screws for fixing hammers; 3,200 preserving screws; 4,315 crutches with screws; 1,629 guide plates; 834 shot bearers; 263 wooden covers for preserving sights of 110-pounder guns; 829 facing implements; 120 sets of special tools; 166 sighting instruments; 25 hand rifling machines; 330 steel extractors, for withdrawing tin cups; 233 tongs for lifting shells, and 622 iron studs for vent pieces of 110-pounder guns exclusive of those made for and charged to the guns manufactured during the year, also cleaning, sighting, and browning 979 guns, of various natures, manufactured during the year, returned from store, off service, or supplied by contract.

Services authorised to be performed on Armstrong guns, supplied by the Elswick Ordnance Company, the cost of which is repaid to the Government.

Services authorised to be performed, but which were not provided for in the annual Estimates of the Department, including repairs to the War Department, steam vessels, and the hydraulic machinery of the Military Store Department, all extra services in connexion with experiments for the Ordnance Select Committee, repairing portable steam engine, and other services for the Inspector of Works Department; also services for Royal Laboratory, Royal Carriage, Chemical and Inspector of Artillery Departments; manufacturing gun metal chase blocks, &c., for Clothing Establishment, Pimlico, and repairs to packing press and crane of Clothing Establishment, Woolwich; manufacturing east iron skidding, &c., for Gunpowder Factory, Waltham Abbey, and all work in connexion with the experimental guns of Commander Scott, R.N., Messrs. Whitworth, Lancaster, Westley Richards, Lynam Thomas, Jeffrey's, Berger, Krupp, and the Horsfall gun.

Wages of artificers, while employed at various stations executing repairs, and attending experiments at Shoeburyness and Shorncliffe.

Manufacturing spare fittings for smooth bore guns for store, to enable the Principal Superintendent of Stores to meet demands, including sighting, venting, and painting all the fittings of smooth bore guns issued during the year.

No. 2.—ROYAL GUN FACTORIES, WOOLWICH ARSENAL—*continued.*

(C.)—CAPITAL ACCOUNT of the ROYAL GUN FACTORIES, 1862-3.

*Dr.**Cr.*

To Balance :	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
For Net Amount of Capital to 31st March 1862 :												
Buildings - - -	66,312	6	-									
Machinery - - -	161,298	18	3									
				227,611	4	3						
Army Supplies, 1862-3—For Amount expended during Year 1862-3 :												
Buildings - - -	3,068	1	8									
Machinery - - -	1,836	6	-									
				4,904	7	8						

— No. 3. —

ROYAL LABORATORY, WOOLWICH ARSENAL.

(A.)—BALANCE SHEET of the ROYAL LABORATORY DEPARTMENT, ROYAL ARSENAL, WOOLWICH,

Dr.		1862-3.		Cr.	
To Balance:	£. s. d.	£. s. d.	By Balance:	£. s. d.	£. s. d.
For Stores in Stock on the 1st April 1862 - - - -	166,882 19 4		For Stores in Stock on the 31st March 1863 - -	150,389 9 10	
For manufactured and semi-manufactured Articles in Stock, 1st April 1862 - -	78,597 5 5	245,480 4 9	For manufactured, semi-manufactured Articles, and Floating Stock on the 31st March 1863 - - - -	76,798 3 4	227,187 13 2
To Army Supplies, 1862-3—For Cash advanced through the Paymaster General, and expended on the following Services, during the year ended the 31st March 1863:			By Capital Account:		
Salaries - - - - -	4,605 17 6		For new Buildings added, 1862-3 - - - -	4,174 2 9	
Wages - - - - -	126,418 12 11		For new Machinery added, 1862-3 - - - -	5,450 5 -	9,624 7 9
Ditto to men invalided upon Medical Certificate - -	814 18 3		By Production Account:		
Stores, Materials, &c. - -	200,654 11 6		For Miscellaneous Services performed during 1862-3, as per Statement D. - -	33,518 7 11	
Miscellaneous Services - -	479 10 11		For Articles manufactured during 1862-3, as per Statement B. - - - -	379,724 7 5	
Gas - - - - -	894 2 9		For Additions to Plant in the Department during the year 1862-3, as per Statement C. - - - -	6,853 1 5	420,095 16 5
Repairs, &c. to Gas Fittings -	252 17 -		By Sundry Departments:		
Water - - - - -	200 - -		For Amount realised by the Sale of Old Stores, 1862-3	3,787 10 7	
Police - - - - -	1,398 11 5		For Stores, &c. issued during 1862-3 - - - -	4,633 - 3	3,420 10 10
Military and Contract Horses, Carts, Drivers, &c. - -	2,003 7 2				
Divine Service - - - -	145 - -				
Medical Department - -	176 - -				
Library - - - - -	13 15 -				
Schools - - - - -	221 6 8				
Military Pay of Officers -	1,124 - -				
Repairs to Buildings, &c. -	870 3 3				
New Buildings - - - -	4,174 2 9				
New Machinery - - - -	5,450 5 -				
Gratuities to Workmen -	147 4 6				
Superannuations - - -	2,372 17 2	352,417 3 9			
To Miscellaneous Services, 1862-3—For Expenditure not defrayed out of Army Supplies:					
Stationery - - - - -	284 11 10				
Rates - - - - -	400 - -				
Rent (Official Quarters) -	220 - -	904 11 10			
To Sundry Departments, 1862-3—For Stores, &c. received from various sources - - - -		66,526 8 2			
		£. 665,328 8 6			£. 665,328 8 6

Memorandum.—The above results are exclusive of any charge for Depreciation on Plant, &c. If a charge be raised for this item, viz., at 5 and 10 per cent. on Buildings and Machinery respectively, it would amount to 21,252*l.* 15*s.* 3*d.*, and the cost of productions would be enhanced by 5.058 per cent. The indirect expenditure is distributed over the work performed as a per-centage upon the direct labour chargeable thereto.

War Office, }
May 1864. }

W. Brown,
Accountant General.

E. M. Boxer,
Superintendent, Royal Laboratory.

No. 3.—ROYAL LABORATORY, WOOLWICH—*continued.*

(B.)—STATEMENT of MANUFACTURED ARTICLES issued to the PRINCIPAL SUPER-INTENDENT of STORES, Royal Arsenal, Woolwich, during the Year 1862-3.

DESCRIPTION OF ARTICLES.	Number or Quantity.	AMOUNT.
		£. s. d.
Adapters for (A) shells - - - - -	91,349	1,972 11 4
Anvil, small, with wooden block - - - - -	1	3 2 -
Bags:		
Armstrong's fuzes { Concussion - - - - -	17,708	30 10 7
Time - - - - -	21,453	37 8 7
Iron cases, conveying { Canvas - - - - -	90	9 - -
ammunition by rail { Flannel - - - - -	92	9 11 8
Canvas { Fuze - - - - -	120	2 7 9
Sand - - - - -	2	- 5 -
Paper for percussion caps - - - - -	133,334	21 7 9
Flannel for wads for { 40-pounder - - - - -	80	1 6 1
(A) cartridges { 20-pounder - - - - -	60	- 16 1
{ 12-pounder - - - - -	60	- 9 11
Paper for cartridges of sorts - - - - -	286,264	405 10 10
Barrels:		
Budge, made - - - - -	45	13 12 5
Cartridge, with { Half - - - - -	6,326	1,108 18 2
all ash hoops { Quarter - - - - -	30,961	2,830 19 11
{ Eighth - - - - -	100	6 6 9
Whole, with square lid - - - - -	20,400	17,793 16 9
Half - - ditto - - - - -	2	1 4 -
„ shifting heads - - - - -	191	60 9 8
Barrels, whole, } Round lid, with improved fastening - - -	1	} 2 12 3
Experimental } Square lid SR. mahogany - - -	2	
Balls:		
Smoke, 10-inch, filled - - - - -	125	126 16 6
Ground, light, { 10-inch - - - - -	130	227 4 7
filled { 8-inch - - - - -	5	6 10 11
{ 5½-inch - - - - -	5	2 12 3
{ 4½-inch - - - - -	5	1 18 8
Bearers, iron, for shells { 10-inch - - - - -	20	} 14 - -
{ 8-inch - - - - -	20	
{ 56-pounder - - - - -	20	
Boots, Blucher, pairs - - - - -	166	96 13 3
Bottoms, Wood:		
Shell and shot, { 8-inch - - - - -	255	4 8 5
Elm - - - { 24-pounder - - - - -	1,005	10 4 9
{ 18-pounder - - - - -	5	- 1 -
{ 12-pounder - - - - -	1,000	8 9 10
{ 9-pounder - - - - -	1,005	7 13 8
{ 6-pounder - - - - -	1,000	6 2 4
Packed on Man- { Elm { 10-inch - - - - -	9,000	226 2 6
drills, S. S. { { 8-inch - - - - -	25,000	438 11 11
{ { 32-pounder - - - - -	5,000	61 3 11
{ Teak { 10-inch - - - - -	3,000	236 11 10
{ { 8-inch - - - - -	9,140	475 9 5
{ { 32-pounder - - - - -	5,000	156 6 -
Packed on Iron { 10-inch - - - - -	25,000	628 2 6
Rods, L. S. { 8-inch - - - - -	39,626	687 5 3
Elm - - - { 56-pounder - - - - -	3,000	47 11 3
{ 32-pounder - - - - -	580	7 2 -
{ 24-pounder - - - - -	15,000	152 16 3
Packed on Iron { Elm { 18-pounder - - - - -	14,000	38 - 10
Rods, L. S. { { 12-pounder - - - - -	10,000	84 17 11
{ { 10-inch - - - - -	5,000	394 6 5
{ { 8-inch - - - - -	10,000	520 4 2
{ Teak { 32-pounder - - - - -	5,000	156 6 1
{ { 24-pounder - - - - -	7,990	206 1 6
{ { 18-pounder - - - - -	1,000	18 12 11
{ { 12-pounder - - - - -	4,000	55 15 -
{ { 3-pounder - - - - -	120	- 16 10

No. 3.—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—continued.

DESCRIPTION OF ARTICLES.										Number or Quantity.	AMOUNT.											
											£.	s.	d.									
Bottles, tin { 1 pint - - - - -										2												
{ ½ „ - - - - -										2	- 6 -											
Boxes:																						
Tin -	(A) {	Time - - - - -								5,272	36	6	-									
		Concussion - - - - -								1,205	8	5	11									
		Ditto obsolete - - - - -								560	31	1	-									
		Bickford's 50 fthm. - - - - -								10	-	19	3									
		Diaphragm - - - - -								100	3	8	9									
Plugs and wads, diaphragm - - - - -										144	3	6	-									
Zinc for caps - - - - -										6,523	157	10	3									
Bursts:																						
Iron -	{	20-pounder - - - - -								44,806	1,147	4	5									
		Filled { 12 „ - - - - -								83,806	2,009	12	-									
		6 „ - - - - -								6,600	93	-	11									
		20 „ - - - - -								2	-	-	10									
		Empty { 12 „ - - - - -								1	-	-	5									
Tin, filled, 6-pounder - - - - -										15,575	202	12	3									
Cans, Tin:																						
Paint, large - - - - -										4	-	2	6									
Caps:																						
Copper, percussion, filled, including cost of paper bags, pack-										63,191,728	9,313	17	2									
ing, &c. - - - - -																						
Copper, revolvers - - - - -										772,340	64	7	3									
Carcasses, Empty loose, 10 inch - - - - -										235	60	13	4									
Ditto, Empty riveted, 5½ inches - - - - -										3	-	4	2									
Filled and Riveted {	{	32-pounder - - - - -								60	9	4	3									
		24 „ - - - - -								240	30	4	5									
		5½ inches - - - - -								10	1	5	2									
		4½ „ - - - - -								130	10	10	11									
		Filled, 5½ inches - - - - -								100	11	2	5									
Loose, 4½ „ - - - - -										180	12	1	6									
Cartridges, Calico Bursters, empty:																						
Rocket -	{	24-pounder, 8½ oz. - - - - -								3,411	7	11	4									
		12 „ 3½ „ - - - - -								2,600	4	4	-									
		6 „ 1½ „ - - - - -								1,000	1	7	4									
		3 „ ¾ „ - - - - -								500	-	13	8									
		110-pounder, common, 8 lbs. - - - - -								32,509	262	2	1									
Armstrong guns -	{	„ segment, 3 „ - - - - -								32,859	164	19	7									
		70 „ common, 4½ „ - - - - -								5	-	-	6									
		„ segment, 2½ „ - - - - -								2	-	-	3									
		40 „ common, 2½ „ - - - - -								18,004	74	9	1									
		„ segment, 10 oz. - - - - -								16,202	42	10	7									
Shells, common -	{	20 „ common, 1 lb. - - - - -								5,013	20	14	8									
		10-inch { 6½ lb. - - - - -								3,406	27	9	2									
		8 „ 2½ „ - - - - -								13,469	108	11	11									
		56-pounder, 2 lbs. - - - - -								65,898	272	10	4									
		42 „ 1½ „ - - - - -								300	1	4	10									
Diaphragm -	{	32 „ 1½ „ - - - - -								501	2	1	5									
		24 „ 1½ „ - - - - -								43,521	179	19	6									
		18 „ 13 ozs. - - - - -								20,933	54	19	-									
		12 „ 10 „ - - - - -								5,101	13	7	10									
		8-inch, 60 drs. - - - - -								11,856	31	2	5									
Mortar -	{	56-pounder, 55 drs. - - - - -								61	-	2	5									
		42 „ 50 „ - - - - -								1	-	-	-									
		32 „ 40 „ - - - - -								1	-	-	-									
		24 „ 30 „ - - - - -								1	-	-	3									
		18 „ 25 „ - - - - -								1	-	-	-									
12 „ 20 „ - - - - -										1	-	-	-									
9 „ 15 „ - - - - -										1	-	-	-									
6 „ 10 „ - - - - -										301	-	6	9									
13 inch, 10½ lbs. - - - - -										5,500	44	6	10									

No. 3.—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—*continued.*

DESCRIPTION OF ARTICLES.					Number or Quantity.	AMOUNT.		
						£.	s.	d.
Cartridges, Flannel Bags, Empty:								
Carronade -	15 lbs. and under				10,001	414	4	2
	68-pounder -				1	-	-	5
	42 "				1	-	-	4
	32 " 2 $\frac{1}{16}$ lbs.				1	-	-	4
	24 " 2 "				1	-	-	3
	18 " 1 $\frac{1}{2}$ "				1	-	-	2
	12 " 1 "				1	-	-	2
"A," 900-pounder	6 " 10 ozs.				1	-	-	2
	90 lbs.				1	-	2	1
	80 "				1	-	1	11
	70 "				1	-	1	8
	60 "				1	-	1	6
	50 "				50	3	5	8
	28 "				50	2	12	5
110-pounder	18 $\frac{5}{16}$ lbs.				2	-	1	5
	14 "				37,032	1,533	7	2
	12 $\frac{1}{2}$ "				25	-	19	7
	12 "				60,038	2,356	9	10
	10 "				4,389	172	5	4
	24 "				6	-	5	3
	16 "				80	3	10	6
	15 "				20	-	14	3
	33 "				99	4	17	7
	18 $\frac{5}{16}$ "				4	-	2	10
120-pounder	25 lbs.				20	-	17	5
	20 "				80	3	9	9
	18 "				14	-	10	-
70-pounder	18 $\frac{5}{16}$ lbs.				124	4	4	10
	13 "				6	-	4	1
	20 "				230	8	7	4
	11 "				163	5	13	1
	10 "				2,837	96	16	10
	9 "				1,497	51	2	1
	2 $\frac{1}{2}$ "				40	2	6	7
40-pounder	10 lbs.				6	-	3	4
	6 $\frac{3}{4}$ "				2	-	-	10
	5 "				79,011	1,967	-	11
	4 "				5	-	4	1
40-pounder	2 $\frac{1}{2}$ lbs.				20	-	16	5
	2 "				20	-	16	5
	1 $\frac{3}{4}$ "				20	-	16	5
	1 $\frac{1}{2}$ "				20	-	16	5
	1 $\frac{1}{4}$ "				40	1	12	10
20-pounder	5 lbs.				4	-	1	5
	3 $\frac{1}{2}$ "				2	-	-	7
	2 $\frac{1}{2}$ "				22,003	442	7	-
	1 $\frac{2}{16}$ "				20	-	13	4
	1 "				20	-	13	4
	14 ozs.				20	-	13	4
12-pounder	10 "				40	1	6	8
	2 lbs.				52	-	14	6
	1 $\frac{1}{2}$ "				79,273	1,067	14	2
	1 "				129,107	2,613	1	5
	10 ozs.				20	-	8	9
	1 $\frac{6}{16}$ lbs.				2,500	33	12	11
	8 ozs.				20	-	8	9
9-pounder	6 "				20	-	8	8
	1 $\frac{1}{2}$ lbs.				2	-	-	7
9-pounder	1 $\frac{2}{16}$ "				16,503	213	17	-

No. 3.—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—*continued.*

DESCRIPTION OF ARTICLES.						Number or Quantity.	AMOUNT.		
Cartridges, Flannel Gun, Empty—<i>continued.</i>							£. s. d.		
6-pounder	-	-	-	12 ozs.	-	8,603	87	12	10
7-inch mortar	-	-	{	6 lbs.	-	19	-	6	10
				$3\frac{2}{15}$ "	-	40	-	11	5
7-inch howitzer	-	-		$3\frac{2}{15}$ "	-	40	2	6	9
			{	20 "	-	50	2	2	11
				12 "	-	27,005	923	4	8
10-inch howitzer	-	-		8 "	-	22	-	12	9
				9 "	-	2	-	1	3
				6 "	-	3,004	78	5	10
			{	28 "	-	30	1	9	3
				18 "	-	38	1	8	9
				16 "	-	65,004	2,269	14	6
8-inch, or 68-pounder	-	-		14 "	-	2,004	65	12	7
				12 "	-	10,004	300	14	10
				10 "	-	30,023	828	2	9
				8 "	-	23,023	583	5	-
				6 "	-	6	-	2	9
				5 "	-	22,007	500	13	2
8-inch	-	-	-	5 "	wads	4,878	206	6	-
			{	14 "	-	8,003	262	1	11
56-pounder	-	-		10 "	-	2	-	1	1
				8 "	-	2	-	1	-
			{	14 "	-	8,003	267	12	-
				12 "	-	2	-	1	2
42-pounder	-	-		$10\frac{1}{2}$ "	-	2,002	54	7	9
				8 "	-	2,002	47	16	-
				10 "	-	2	-	1	1
				No weight	-	50	1	3	11
			{	10 lbs.	-	120,005	2,740	2	4
				8 "	-	4,004	81	1	7
				$7\frac{1}{2}$ "	-	2	-	-	9
				7 "	-	2,004	39	2	5
				6 "	-	26,554	478	10	6
32-pounder	-	-		$5\frac{1}{2}$ "	-	30	-	10	2
				5 "	-	21,204	358	5	2
				$5\frac{1}{10}$ "	-	10	-	3	5
				4 "	-	18,004	282	8	9
				3 "	-	3,504	50	3	-
				$2\frac{1}{2}$ "	-	3,004	40	16	9
				2 "	-	1,002	12	18	-
				No weight	-	50	-	19	6
			{	8 lbs.	-	20,003	405	5	5
				6 "	-	3,002	54	2	-
24-pounder	-	-		5 "	-	3,002	50	16	11
				4 "	-	2	-	-	7
				3 "	-	1,002	14	6	10
				$2\frac{1}{2}$ "	-	602	8	3	7
				No weight	-	50	-	16	11
			{	6 lbs.	-	25,003	506	11	5
				$4\frac{1}{2}$ "	-	2	-	-	9
18-pounder	-	-		4 "	-	3,002	55	3	10
				3 "	-	2	-	-	8
				2 "	-	2	-	-	8
				No weight	-	50	-	16	11
			{	4 lbs.	-	8,003	123	14	4
12-pounder	-	-		3 "	-	2,002	25	16	4
				$2\frac{1}{2}$ "	-	2	-	-	6
				No weight	-	50	-	10	8
				3 lbs.	-	3	-	-	9
				$2\frac{1}{2}$ "	-	3	-	-	8
9-pounder	-	-		2 "	-	3,956	35	16	3
				1 "	-	2,002	16	18	3
				No weight	-	50	-	8	5

No. 3.—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—*continued.*

DESCRIPTION OF ARTICLES.					Number or Quantity.	AMOUNT.		
Cartridges, Flannel Gun, Empty—continued.						£.	s.	d.
6-pounder	-	-	-	2 lbs. - - - -	3,003	31	19	5
				1½ " - - - -	13,002	118	12	11
				1 " - - - -	8,002	64	7	-
				4 ozs. - - - -	2,002	9	11	-
				No weight - - - -	50	-	8	1
3	"	-	-	12 ozs. - - - -	2,003	13	4	7
1	"	-	-	10 " - - - -	1,002	6	5	3
				6 " - - - -	2	-	-	2
Cartridges :								
Experimental Sorts.	of	13-inch, - 60 lbs.	- - - -	12	-	18	6	
		6½ " - 16 "	- - - -	9	-	6	4	
		7 " -	14 " - - - -	62	2	-	7	
			28 " - - - -	70	3	8	2	
			30 " - - - -	31	1	10	3	
		9 " - 50 "	- - - -	38	2	8	11	
Flannel Howitzer, Empty.		32-pounder	3 " - - - -	2,003	25	15	9	
		" " - 2 " - - - -	2	-	-	6		
		10-inch	7 " - - - -	2,003	56	-	-	
			2 " - - - -	2	-	-	6	
		8 "	4 " - - - -	3,003	65	2	7	
			3 " - - - -	1,002	19	18	4	
		(A) 7-inch	3 ⅝ " - - - -	40	2	6	9	
		24-pounder	2½ " - - - -	3	-	-	11	
			1½ " - - - -	3,002	37	10	6	
		12 "	2 " - - - -	3	-	-	9	
			1½ " - - - -	2	-	-	5	
			1 " - - - -	2	-	-	5	
5½-inch	2 " - - - -	13	-	2	10			
		1 " - - - -	1,500	10	9	5		
Flannel, Howitzer	4⅔-inch	8 ozs. - - - -	3	-	-	4		
		4 " - - - -	2	-	-	2		
Mortar, Empty	-	13-inch	20 lbs. - - - -	2	-	2	4	
			16 " - - - -	2	-	2	-	
		10 " - - - -	9 " - - - -	10,002	334	4	8	
			9½ " - - - -	102	3	3	-	
		8 " - - - -	4 " - - - -	10,002	213	7	6	
			2 " - - - -	5,002	64	16	4	
		5½ " - Manby's 7 ozs.	7,002	59	4	6		
		4⅔ " - - 5 "	3,002	21	1	6		
7 " - - 2 lbs.	50	-	13	-				
Whitworth's	-	70-pounder -	10 " - - - -	14	-	6	5	
			9 " - - - -	50	1	1	9	
		120 " - 12½ "	- - - -	205	6	3	3	
		12 " - 2 "	- - - -	112	1	4	8	
12 Howitzer	1 " - - - -	400	4	4	9			
Jeffreys'	-	7-inch - 12 "	- - - -	434	13	-	11	
		5 " - 6 "	- - - -	34	-	12	3	
Cartridges, Calico Bursters, Filled :								
Rocket	-	24-pounder - -	8¾ ozs. - - - -	720	16	13	7	
		12 " - - 3½ "	- - - -	1,082	11	7	8	
Shells (A)	-	110-pounder Common	8 lbs. - - - -	2,910	875	17	8	
		" " Segment	3 " - - - -	3,804	444	17	5	
		40 " " - 10 ozs.	- - - -	8,662	236	2	7	
		" " Common - 2½ lbs.	- - - -	5,633	549	16	1	
		20 " " - 1 "	- - - -	2,923	127	10	4	
Common	-	24-pounder - 13 ozs.	- - - -	1,180	40	2	5	
		12 " - 6 "	- - - -	315	5	18	2	
Diaphragm	-	8-inch - 60 drs.	- - - -	1,893	21	17	9	
		32-pounder - 40 "	- - - -	1,083	9	10	5	
		24 " - 30 "	- - - -	2,346	15	13	9	
		18 " - 25 "	- - - -	24	-	2	10	
		12 " - 20 "	- - - -	895	4	14	-	
		9 " - 15 "	- - - -	1,808	8	-	6	
		6 " - 10 "	- - - -	1,708	6	6	8	

No. 3.—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—*continued.*

DESCRIPTION OF ARTICLES.						Number or Quantity.	AMOUNT.		
Cartridges, Calico Bursters, Filled— <i>continued.</i>							£.	s.	d.
Whitworth's	-	{ 70-pounder	20 drs.	-	-	28	-	2	11
		{ 12 "	6 "	-	-	300	-	19	3
Carronade	-	6 "	10 ozs.	-	-	8	-	5	2
Cartridges, Flannel :									
Armstrong's Gun Filled.	110-pounder	{	27½ lbs.	-	-	2,062	2,227	9	6
			22 "	-	-	171	149	14	3
			18½ "	-	-	942	687	9	3
			14½ "	-	-	400	237	-	2
			14 "	-	-	2,378	1,375	1	6
			12 "	-	-	7,724	3,876	16	1
			11 "	-	-	40	18	11	6
	70 "	{	18 "	-	-	2	1	8	9
			13½ "	-	-	10	5	9	10
			13½ "	-	-	44	23	17	2
			11½ "	-	-	5	2	7	11
			10 "	-	-	10	4	4	5
	40 "	{	10 "	-	-	2,335	958	3	7
			6¾ "	-	-	2,006	568	-	3
			5 "	-	-	19,371	4,497	2	-
			2 lbs.	-	-	5	-	13	9
			1½ "	-	-	5	-	11	11
	20 "	{	1 "	-	-	5	-	10	2
			5 "	-	-	447	95	2	7
			3½ "	-	-	67	10	6	1
			2½ "	-	-	10,717	1,639	14	-
			3 "	-	-	5	-	5	4
	12 "	{	5½ "	-	-	3	-	13	8
			3 "	-	-	614	83	-	7
			2 "	-	-	106	10	3	7
			1½ "	-	-	21,924	2,062	4	6
			1 "	-	-	120	7	16	2
	9 "	{	2½ "	-	-	804	93	15	2
			1½ "	-	-	9,115	725	9	11
			1½ "	-	-	707	57	18	-
			1½ "	-	-	3	-	4	8
	6 "	{	1½ "	-	-	228	17	6	6
			1 "	-	-	265	14	13	8
			12 ozs.	-	-	5,450	314	5	8
Cartridges :									
Flannel Gun, Filled	{	2½-inch	1½ lb.	-	-	2	-	2	8
			12 ozs.	-	-	10	-	7	6
			4 lb.	-	-	70	11	8	-
			3 "	-	-	50	6	3	7
		3½ "	2 "	-	-	98	8	8	5
Flannel Bags, Filled	{		15 "	-	-	5,515	3,221	18	2
			14 "	-	-	1	-	10	10
			12½ "	-	-	1	-	9	8
			12 "	-	-	9	4	3	10
			10 "	-	-	13	5	1	4
			8½ "	-	-	1	-	6	8
			7 "	-	-	1	-	5	6
			6 "	-	-	4	-	19	3
			5 "	-	-	7	1	8	5
			4½ "	-	-	6	1	1	9
			3½ "	-	-	3	-	8	8
			3 "	-	-	1	-	2	6
			10 ozs.	-	-	1	-	-	8
			12 "	-	-	1	-	-	9
			1 lb.	-	-	1	-	-	11

No. 3.—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—*continued.*

DESCRIPTION OF ARTICLES.				Number or Quantity.	AMOUNT.			
					£.	s.	d.	
Cartridges—continued.								
Flannel Filled, Gun -	10-inch	- 12 lbs.	-	4	1	17	7	
		- 28 "	-	245	259	9	9	
		- 20 "	-	84	64	3	4	
	8-inch	- 16 "	-	616	378	14	3	
		- 12 "	-	240	111	16	11	
		- 10 "	-	260	101	13	7	
		- 8 "	-	140	44	7	3	
	- 7 $\frac{1}{2}$ "	-	30	8	15	9		
	- 5 "	-	5,078	1,184	4	7		
	42-pounder	- 14 "	-	30	16	4	10	
		- 21 $\frac{1}{2}$ "	-	204	165	11	5	
	32 pounder	- 16 $\frac{9}{16}$ "	-	10	6	6	6	
		- 16 "	-	40	24	9	8	
		- 10 "	-	3,455	1,334	15	7	
		- 8 "	-	3,112	1,090	5	5	
		- 7 "	-	100	27	9	10	
		- 6 "	-	2,290	543	14	2	
Cartridges, Flannel, Filled:								
Gun	32-pounder	- 5 lbs.	-	2,123	425	5	3	
		- 4 "	-	2,015	328	13	11	
		- 2 $\frac{1}{2}$ "	-	900	96	5	5	
	18-pounder	- 12 "	-	8	3	13	6	
		- 4 "	-	500	83	2	4	
		- 2 "	-	46	4	3	5	
	12-pounder	- 6 "	-	72	17	5	3	
		- 5 "	-	2	-	8	-	
	9-pounder	- 4 $\frac{1}{2}$ "	-	48	-	17	8	
		- 2 $\frac{1}{2}$ "	-	4	-	7	8	
	6-pounder	- 2 "	-	4	-	6	11	
		- 1 $\frac{1}{2}$ "	-	609	40	12	1	
		- 1 "	-	2,500	117	19	11	
	5-26-inch	- 10 oz.	-	1,415	46	3	4	
		- 4 "	-	240	4	1	4	
		- 4-pounder	- 1 $\frac{5}{16}$ lbs.	-	78	4	13	1
		- 3-pounder	- 12 ozs.	-	25	-	18	5
		- 5-26-inch	- 10 lbs.	-	100	38	12	8
- 10 "		-	5	2	1	0		
Westley Richard's Gun	40-pounder	- 6 "	-	5	1	5	6	
		- 5 "	-	28	6	10	0	
		- 7 $\frac{1}{2}$ "	-	1	-	6	3	
		- 6 $\frac{3}{4}$ "	-	6	1	14	0	
		- 10 "	-	5	2	1	0	
Whitworth's	6 $\frac{1}{4}$ -inch	- 25 "	-	2	1	17	6	
	70-pounder	- 9 "	-	6	2	2	0	
	12-pounder	- 1 $\frac{3}{4}$ "	-	1,150	89	10	2	
Howitzer	24-pounder	- 2 $\frac{1}{2}$ "	-	224	24	2	6	
	12-pounder	- 1 $\frac{1}{4}$ "	-	969	57	5	3	
	4 $\frac{2}{5}$ -inch	- 1 $\frac{1}{2}$ "	-	200	5	6	8	
Mortar	10-inch	- 2 $\frac{1}{2}$ "	-	6	-	11	8	
		- 12 oz.	-	50	2	3	2	
		- 12 "	-	10	-	8	2	
	5 $\frac{1}{2}$ -inch	- 10 "	-	10	-	7	3	
		- 8 "	-	20	-	11	10	
		- 6 "	-	20	-	10	1	
		- 4 "	-	20	-	7	10	
		- 2 "	-	10	-	2	11	
	8-inch	- 16 "	-	3	-	3	4	
		- 12 "	-	18	-	16	11	
		- 10 "	-	3	-	2	6	
Gun with coal-dust -	32-pounder	- 5 "	-	4	-	2	6	
		- 10 "	-	40	1	9	8	
		- 8 "	-	28	-	18	-	
	12-pounder	- 6 "	-	2	-	1	1	
		- 4 "	-	2	-	-	11	
		- 2 $\frac{1}{2}$ "	-	11	-	3	8	
	9-pounder	- 1 $\frac{1}{2}$ "	-	48	-	12	4	
	6-pounder	- 1 $\frac{1}{2}$ "	-	11	-	3	1	
	3-pounder	- 12 "	-	32	-	6	9	

No. 3.—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—*continued.*

DESCRIPTION OF ARTICLES.				Number or Quantity.	AMOUNT.		
					£.	s.	d.
Cartridges, Flannel, Filled—continued.							
Armstrong's, with Coal-dust.	110-pounder	{	18 $\frac{5}{16}$ lbs.	2	-	2	8
			14 "	60	4	6	-
			12 "	3	-	4	1
			10 "	5	-	6	7
			13 $\frac{5}{16}$ "	4	-	4	11
	70-pounder	{	20 "	4	-	5	7
			13 $\frac{5}{16}$ "	6	-	7	3
			10 "	5	-	6	-
	40-pounder	{	9 "	5	-	6	6
			6 $\frac{3}{4}$ "	2	-	1	7
			5 "	110	5	19	4
	20-pounder	{	2 $\frac{1}{2}$ "	1	-	1	3
			5 "	4	-	2	7
			3 $\frac{1}{2}$ "	2	-	1	1
	12-pounder	{	2 "	2	-	-	6
			1 $\frac{1}{2}$ "	48	1	18	2
			1 "	5	-	2	11
	6-pounder	{	1 "	2	-	-	9
			12 oz.	16	-	9	9
Cartridges (A), filled with Coal-dust:							
Mortar	-	-	13-inch - 20 lbs.	1	-	1	8
Howitzer	-	{	24-pounder - 2 $\frac{1}{2}$ "	9	-	3	8
			12-pounder - 1 $\frac{1}{2}$ "	8	-	3	8
				13	-	4	-
Calico Bursting, filled with Coal-dust:							
110-pounder	-	{	Common - 8 lbs.	4	-	1	9
			Segment - 3 "	4	-	1	-
70-pounder	-	{	4 $\frac{3}{4}$ "	5	-	1	5
			2 $\frac{3}{4}$ "	2	-	-	6
40-pounder	-	{	Common - 2 $\frac{1}{2}$ "	5	-	1	-
			Segment - 10 oz.	2	-	-	3
20-pounder	-	{	Common - 1 lb.	1	-	-	2
			13-inch - 10 $\frac{1}{2}$ lbs.	1	-	-	6
Common	-	{	10-inch - 6 $\frac{1}{2}$ "	5	-	2	0
			8-inch - 2 $\frac{1}{4}$ "	2	-	-	9
			56-pounder - 2 "	1	-	-	3
			42-pounder - 1 $\frac{6}{16}$ "	1	-	-	2
			32-pounder - 1 $\frac{9}{16}$ "	17	-	-	2
			24-pounder - 13 oz.	1	-	-	3
			18-pounder - 10 "	1	-	-	1
			12-pounder - 6 "	3	-	-	4
			8-inch - 60 drs.	1	-	-	1
			56-pounder - 55 "	1	-	-	1
			42-pounder - 50 "	1	-	-	1
			32-pounder - 40 "	17	-	-	1
Diaphragm	-	{	24-pounder - 30 "	1	-	-	1
			18-pounder - 25 "	1	-	-	1
			12-pounder - 20 "	3	-	-	2
			9-pounder - 15 "	1	-	-	1
			6-pounder - 10 "	2	-	-	1
Cartridges, S. A., Percussion Ball:							
W. Richards	-	{	2 $\frac{1}{2}$ drs.	11,000	27	2	2
			2 "	1,000	2	3	10
			55 grs.	4,440	9	16	7
Artillery Carbine	-	{	2 $\frac{1}{2}$ drs.	40,000	53	8	4
			2 "	1,010,728	1,774	0	9
			Terry's	3	-	-	1
Buck-shot	-	-	3 $\frac{1}{2}$ drs.	3,000	6	18	1
Empty	-	-	53 pattern	10,000	11	9	2
1853 pattern	-	-	2 $\frac{1}{2}$ drs.	17,076,419	33,451	10	3
Ditto proof	-	-	5 "	75,000	174	9	1
1851 pattern	-	-	2 $\frac{1}{2}$ "	100	-	3	2
1842 pattern	-	-	4 $\frac{1}{2}$ "	1,000	1	12	6
Ditto	-	-	2 $\frac{1}{2}$ "	420,100	996	17	3

No. 3.—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—*continued.*

DESCRIPTION OF ARTICLES.						Number or Quantity.	AMOUNT.		
Cartridges, S. A., Percussion Ball— <i>continued.</i>							£.	s.	d.
Pistol, Rifle	-	-	-	-	1 dr.	1,320	2	-	4
Experimental, of sorts	-	-	-	-	-	3,678	11	19	4
Pistol { M. B.	-	-	-	-	2½ drs.	5,000	7	12	1
Pistol { P. B.	-	-	-	-	2 "	1,007,200	1,135	3	11
Pistol { C. B.	-	-	-	-	2 "	66	-	1	8
Colt's Revolver	-	-	-	-	-	1,000	1	3	4
1853 Pattern, Empty	-	-	-	-	-	10,000	11	9	2
Cartridges, S. A., Blank:									
1853 Pattern, 2½ drs.	-	-	-	-	-	100	-	1	2
All arms	-	-	-	-	-	9,753,039	7,050	12	8
W. Richards', 3 drs.	-	-	-	-	-	306,000	378	-	9
Pistol, 2 drs.	-	-	-	-	-	1,290	-	13	3
Cases:									
Powder, Whole, N. P. Brass	-	-	-	-	-	5,327	19,985	11	-
" Half ditto	-	-	-	-	-	983	2,480	5	6
Iron, for conveying ammunition by rail { Half	-	-	-	-	-	25	100	10	11
" { Quarter	-	-	-	-	-	65	161	4	3
Packing, of sorts	-	-	-	-	-	14,815	2,720	9	2
" " U.	-	-	-	-	-	20			
" with hinges and hasps	-	-	-	-	-	733			
" or cylinders, zinc	-	-	-	-	-	68,782	930	7	3
Tin, for paint {	No. 1	-	-	-	-	750	34	9	-
	" 2	-	-	-	-	508	21	2	9
	" 3	-	-	-	-	1,450	54	16	10
	" 4	-	-	-	-	132	4	11	3
	" 5	-	-	-	-	127	3	15	6
	" 6	-	-	-	-	112	2	19	4
	" 7	-	-	-	-	63	1	9	3
Chisels, of sorts						6	-	4	6
Collars:									
Gutta Percha { Common	-	-	-	-	-	50,000	8	17	1
" { Naval	-	-	-	-	-	5,000	-	19	9
Coal Dust: - - - - - Cwts. qrs. lbs.						0 2 24	-	1	4
Cylinders, iron, 20-pounder, for proof, equal to weight of {	2 shot	-	-	-	-	3	2	1	6
	3 "	-	-	-	-	3	2	11	10
	4 "	-	-	-	-	3	3	3	-
	5 "	-	-	-	-	3	3	13	9
	6 "	-	-	-	-	3	4	4	11
	7 "	-	-	-	-	3	4	16	1
	8 "	-	-	-	-	3	5	7	4
	9 "	-	-	-	-	3	5	18	6
	10 "	-	-	-	-	3	6	9	8
Covers, waterproof, Time Fuzes						43,177	75	6	8
Cups:									
Tin - - - {	110-pounder	-	-	-	-	104,290	1,904	7	7
	70 "	-	-	-	-	4,847	72	-	-
	40 "	-	-	-	-	4,176	52	3	1
	of sorts	-	-	-	-	208	3	-	-
	W. Richards	-	-	-	-	94	2	4	4
Copper - - {	110-pounder (A.)	-	-	-	-	2,150	140	9	4
	40 " "	-	-	-	-	1,000	39	3	4
Cylinders, paper, for Cartridges						85,952	639	5	4
Drifts:									
Rocket Signal, finished - {	1 lb.	1st	-	-	-	2	-	1	10
		2d	-	-	-	2	-	1	5
		3d	-	-	-	2	-	1	2
		solid "	-	-	-	2	-	1	11
	½ "	1st	-	-	-	2	-	1	4
		2d	-	-	-	2	-	-	11
		solid	-	-	-	2	-	-	9

No 3.—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—*continued.*

DESCRIPTION OF ARTICLES.						Number or Quantity.	AMOUNT.		
							£.	s.	d.
Formers, Wood, of sorts	-	-	-	-	-	16	-	2	5
Fuzes—Metal:									
Moorsom's	-	{	Filled	-	-	1,259	225	9	3
			Repaired	-	-	9,075	1,090	2	-
			Repairable	-	-	835			
Pettman's, L. S., filled	-	-	-	-	-	78,382	5,717	13	4
Pettman's, S. S., filled	-	-	-	-	-	2,501	224	15	7
Time	-	{	7½", filled	-	-	8,208	931	15	7
			„ white, for drill	-	-	120	12	14	1
			20, filled	-	-	18,705	2,129	5	-
(A), Concussion, filled	-	-	-	-	-	1,206	64	13	5
Metal, Armstrong's	-	{	Time, O. P., filled	-	-	5,001	331	8	5
			Pillar	-	-	87,473	6,422	17	9
Wood	-	{	Hand Grenade	-	-	1,201	13	2	11
			Manby's	-	-	1,478	26	1	-
			Mortar	{	13, 10, or 8-inch	104	2	6	7
					5½-inch	17,004	191	5	11
			Rocket, Behenna's	{	24-pounder	67	-	11	1
					12 „	661	5	9	3
					6 „	1	-	-	2
			Rocket, Congreve	{	3 „	25	-	4	2
					24 „	1	-	-	2
			Common	{	Empty	5	-	-	2
					Filled	178,252	1,932	18	5
			Diaphragm, filled	-	-	108,155	1,048	17	7
			Freeburn's, empty	-	-	1	-	-	2
			Shrapnell	-	-	4	-	-	9
			Experimental, of sorts	-	-	50	-	10	10
Mining, Lieutenant Ord's	-	-	-	-	-	1,000	8	6	8
(A), Time, N. P., filled	-	-	-	-	-	313	30	14	1
Gauges:									
Brass ring, cartridges, 8-inch	-	-	-	-	-	1	-	5	5
Iron shell and shot, cylindrical	-	{	10-inch	-	-	3	1	8	1
			32-pounder	-	-	9	2	14	9
Iron gun, shot and shell	-	{	13-inch	-	-	3	1	13	9
			10 „	-	-	6	2	16	3
			8 „	-	-	65	23	15	10
			32-pounder	-	-	22	6	13	11
			24 „	-	-	28	7	12	3
			18 „	-	-	9	2	3	10
			12 „	-	-	13	2	14	11
			9 „	-	-	12	2	3	11
			6 „	-	-	9	1	8	1
			3 „	-	-	6	-	15	4
Ring, Armstrong's (iron)	-	{	110-pounder	-	-	120	48	6	3
			40 „	-	-	10	2	16	4
			20 „	-	-	10	1	17	4
			12 „	-	-	60	10	2	6
			6 „	-	-	10	1	7	1
Cast-iron, Arm- strong's.	-	{	110-pounder	-	-	15	6	17	9
			70 „	-	-	10	4	3	2
			40 „	-	-	5	1	16	7
			20 „	-	-	30	9	16	3
			12 „	-	-	30	8	16	8
			6 „	-	-	15	3	10	6
Cartridges, 1853 pattern	-	-	-	-	-	20	5	12	7

No. 3—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—*continued.*

DESCRIPTION OF ARTICLES.							Number or Quantity.	AMOUNT.		
								£.	s.	d.
Goloshes, Leather - - - - - Pairs							12	10	10	3
Handles, Percussion Lights - - - - -							158	2	13	4
Hammers, Hand - - - - -							2	-	4	-
Hooks :										
Shell Beam, Lewis - - - - -							2	-	7	-
For extracting tin cups - - - - -							120	13	-	-
Hoops, Copper :										
Whole - - - - -							202,419	18,971	12	8
Quarter - - - - -							228	8	10	5
Implements for preparing Fuzes and Shells :										
Bags - - - - -							2,845	56	12	8
Bits - - - { Long - - - - - " Naval - - - - - Short - - - - - Mortar - - - - - Boring, with handles - - - - -							8,037	96	8	10
							200	1	1	4
							9,178	48	17	1
							25	-	6	-
							72	2	2	6
Blocks, Wood - { Riveting - - - - - Shell holders - - - - -							136	2	14	2
							183	3	12	10
Borers - - - { Hand - - - - - Hook - - - - -							808	49	-	-
							1,228	215	15	5
Braces - - - - -							155	12	14	8
Cylinders, Wood - - - - -							1,433	52	19	11
Drifts, Wood - { Common - - - - - Diaphragm - - - - - Mortar - - - - -							202	1	2	3
							477	2	12	8
							1,500	15	15	-
Extractors, Fuze - - - - -							665	354	12	11
Funnels - - - { Common - - - - - Diaphragm - - - - - Mortar - - - - -							532	47	14	9
							526	46	3	8
							5	-	11	2
Gauges, Plug, Fuzehole - - - - -							95	12	15	4
Hammers, Hand - - - - -							118	11	16	-
Holders, Shell - - - - -							97	257	15	6
Mallets - - - - -							702	12	12	5
Keys - - - { Fuzehole - - - - - Square - - - - -							703	55	18	11
							105	5	2	4
Levers for ditto - - - - -							2,131	215	3	3
Prickers - - - - -							40	-	6	9
Rectifiers, Rivet - - - - -							40	2	8	10
Punches, Rivet - - - - -							262	8	5	-
Rimers for Rivet-hole - - - - -							104	11	17	9
Screwdrivers - - - - -							434	17	5	5
Screw Taps - - - - -							146	31	3	7
Sections of Fuzes - - - - -							3,510	48	-	10
Setters - - - - -							722	8	7	7
Shields, Wood - - - - -							72	-	5	11
Stops, Brass - - - - -							100	2	-	6
Wires, Iron - - - - -							72	-	9	1
Rimers - - - - -							63	7	4	-
Wrenches - - { Fixing fuzes - - - - - Removing plugs - - - - - Unscrewing caps - - - - - Box detaching - - - - -							107	14	13	5
							77	7	3	4
							1	-	1	10
							42	5	4	2
Implements •										
Boring Rockets { Bits, Boring - - - - - Box, Tin Grease - - - - - Funnel, Tin - - - - - Scales, Captain Jerningham's - - - - - Stocks or Braces - - - - - Turnscrews - - - - - Tallow - - - - - lbz. oz.							471	10	-	1
							92	-	16	6
							184	1	17	3
							92	13	-	9
							92	7	6	4
							184	2	3	10
							11-8	-	4	10

No. 3.—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—continued.

DESCRIPTION OF ARTICLES.						Number or Quantity.	AMOUNT.			
Implements, making S. A. Ammunition:							£.	s.	d.	
-/42 Pattern	-	Formers, Wood	-	-	-	600	4	9	6	
		Measures Copper, 3½ drs.	-	-	-	300	1	19	9	
		Tin Pattern " 3 "	-	-	-	5 obsolete 3 "	-	1	1	
-/51 Pattern, Funnels, Tin						250	2	18	-	
-/53 Pattern	-	Plugs, Wood, Formers	-	-	-	2,423	14	-	8	
		Straight-edges	-	-	-	201	19	3	9	
		Formers, Wood	-	-	-	2,261	16	17	3	
		Funnels, Tin	-	-	-	750	8	14	1	
		Measures, 2½ drs.	-	-	-	1,120	9	15	6	
		Patterns, Tin	-	-	-	303 sets	1	7	-	
Tin Patterns		-	{	Artillery Carbine	-	111	}	-	17	11
		-	{	Sharp's "	-	18				
Formers, Blank						712	5	6	2	
Kegs:										
For Paint	-	{	No. 3	-	-	900	98	11	4	
							" 4	-	-	-
Of Sorts		-	-	-	-	4	-	10	-	
Keys:										
Metal, Copper, Lined Cases						1	-	-	9	
Plug, Naval Shells						1,502	122	-	9	
Shell or Fuze, Armstrong's						2,681	610	1	4	
Pettman's Fuze						4,000	318	6	8	
Labels, Printed						4,215	-	10	7	
Lanyards for Tubes	{	L. S.	-	-	-	2,016	28	1	11	
						S. S.	-	-	-	3,801
Levers for Powder Cases						300	29	11	3	
Lights, Long Percussion						2,310	146	4	1	
Lubricators, Copper, Filled:										
110-pounder						88,772	6,914	19	4	
70 "						4,369	300	10	2	
40 "						71,321	3,093	8	-	
20 "						20,751	640	1	2	
12 "						105,992	2,232	6	11	
6 "						24,530	369	9	1	
Life Buoy Apparatus:										
Balls, Copper						22	}	784	11	9
Covers, Plate						92				
" " repaired						150				
Fuzes fixed to plates						977				
" " repaired						125				
Hooks, Iron Fuze Plates						822				
Machines:										
Caffin's Small Arm						21	55	3	-	
Rocket	-	L. S.	-	24-pounder	-	1	}	187	15	5
				12 "	-	10				
		S. S.	-	24 "	-	14				
				" " repaired	-	12				
				12 "	-	15				
				" " repaired	-	8				
				6 "	-	2				
				3 "	-	1				
		Experimental	{	12 "	-	3				
				6 "	-	2				
				3 "	-	1				

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No. 3.—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—continued.

DESCRIPTION OF ARTICLES.										Number or Quantity.	AMOUNT.			
											£. s. d.			
Mallets Wood :														
Cross-headed - - - - -										4	-	6	7	
Fuze, Manby's - - - - -										11	-	6	6	
Mandrils, Wood, Packing Bottoms - - - - -										2,807	83	18	11	
Match, Quick - - - - -										lbs. oz. 102 14½	8	15	10	
Measures, Copper, Powder :														
10 lbs. - - - - -										6				
6 " - - - - -										2				
5 " - - - - -										2				
4 " repaired - - - - -										73				
3 " - - - - -										2				
2 " - - - - -										4				
" " repaired - - - - -										73				
1 " - - - - -										4				
" " repaired - - - - -										73				
8 ozs. - - - - -										73				
7 " - - - - -										1				
4 " repaired - - - - -										73				
5 " - - - - -										9				
2 " repaired - - - - -										73				
2½ " - - - - -										24				
1 " repaired - - - - -										73				
Of sorts repaired - - - - -										977				
										4	117	-	2	
										4				
										4				
										4				
										4				
										8				
										8				
										8				
										8				
										4				
										4				

No. 3.—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—continued.

DESCRIPTION OF ARTICLES.						Number or Quantity.	AMOUNT.			
							£.	s.	d.	
Rivets:										
Copper-Barrels, Whole - - - - - lbs.						2,310 ¹ / ₁₆	122	14	5	
Metal for Shells -	Naval -	{	10-inch - - - - -	-	-	35,006	41	18	8	
			8 " - - - - -	-	-	156	-	3	8	
			32-pounder - - - - -	-	-	156	-	3	8	
Metal gauged -	Common -	{	- - - - -	-	-	100	60	5	2	
			Large - - - - -	-	-	50,204				
			Small - - - - -	-	-	104				
Rests, Rifle - - - - -						3	147	15	6	
Rods, Iron, Packing Bottoms - - - - -						8,648	192	15	7	
Rockets:										
Signal - - -	{	2 lbs. - - - - -	-	-	-	700	203	9	4	
			1 " - - - - -	-	-	1,601	195	14	9	
			¹ / ₂ " - - - - -	-	-	1,101	95	7	8	
War - - -	{	24-pounder - - - - -	-	-	-	2,361	2,442	10	7	
			12 " - - - - -	-	-	2,107	1,506	11	5	
			6 " - - - - -	-	-	805	378	17	7	
			3 " - - - - -	-	-	151	36	6	11	
Saltpetre, pulverized - - - - -						20	-	8	4	
Screwdrivers - - - - -						6	-	7	0	
Shells:										
Armstrong's, Common -	Cast -	{	110-pounder - - - - -	-	-	1	-	5	4	
			40 " - - - - -	-	-	1	-	2	-	
	Finished, empty -	{	110 " - - - - -	-	-	3,200	1,707	18	10	
			40 " - - - - -	-	-	883	239	2	0	
			20 " - - - - -	-	-	40,773	9,331	2	4	
			110 " - - - - -	-	-	80	66	16	1	
	Filled -	{	40 " - - - - -	-	-	80	30	5	1	
			20 " - - - - -	-	-	455	112	13	4	
	Segment (a) -	Finished, empty -	{	110-pounder - - - - -	-	-	15,001	11,223	6	10
				40 " - - - - -	-	-	6,507	2,222	7	-
20 " - - - - -				-	-	1	-	3	9	
12 " - - - - -				-	-	73	10	5	9	
Filled -		{	9 " - - - - -	-	-	9,663	1,222	18	4	
			6 " - - - - -	-	-	1	-	2	5	
Common -	Filled -	{	110 " - - - - -	-	-	60	54	12	10	
			40 " - - - - -	-	-	60	26	8	8	
	Loose, prepared -	{	10-inch - - - - -	-	-	31,969	7,159	7	10	
			8 " - - - - -	-	-	40,713	5,029	6	0	
			56-pounder - - - - -	-	-	427	44	18	4	
			56 " repaired - - - - -	-	-	1,573	165	9	2	
			32 " - - - - -	-	-	29,440	1,879	17	4	
			24 " - - - - -	-	-	6,370	309	6	10	
	Common -	{	18 " - - - - -	-	-	8,782	341	8	-	
			12 " - - - - -	-	-	11,841	668	10	0	
			10-inch - - - - -	-	-	201	52	0	0	
			8 " - - - - -	-	-	301	45	3	2	
			32-pounder - - - - -	-	-	1,701	141	10	0	
			24 " - - - - -	-	-	5,434	347	8	0	
	Riveted, empty -	{	18 " - - - - -	-	-	2,504	133	18	3	
			12 " - - - - -	-	-	1,255	60	18	4	
			24-pounder - - - - -	-	-	66	6	15	10	
			12 " - - - - -	-	-	800	73	10	0	
Loose, filled with ball -			{	56-pounder - - - - -	-	-	1,040	444	12	11
				12 " - - - - -	-	-	155	20	1	7
	9 " - - - - -	-		-	345	37	8	1		
	8-inch - - - - -	-		-	6,327	3,484	5	4		
Diaphragm -	{	56-pounder - - - - -	-	-	1,001	452	13	5		
		42 " - - - - -	-	-	239	84	13	0		
		32 " - - - - -	-	-	1,315	377	9	0		
		24 " - - - - -	-	-	5,334	1,183	11	10		
		18 " - - - - -	-	-	1	-	3	0		
		12 " - - - - -	-	-	2,370	279	13	0		
		12 " repaired - - - - -	-	-	319	44	-	0		
		9 " - - - - -	-	-	767	92	18	2		
		6 " - - - - -	-	-	748	67	3	0		

No. 3—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—*continued.*

DESCRIPTION OF ARTICLES.						Number or Quantity.	AMOUNT.						
Shells— <i>continued.</i>							£.	s.	d.				
Diaphragm— <i>contd.</i>	{ Filled with ball, and loaded with powder - - -	{ 8-inch - - - 32-pounder - - - 24 " - - - 12 " - - -	{ - - - - - - - - - - - -	{ - - - - - - - - - - - -	{ - - - - - - - - - - - -	48	27	1	4				
						152	44	18	9				
						74	16	15	10				
						1,700	247	3	10				
Martins, Empty, Riveted -	{ 10 inch - - - 8 " - - -	{ - - - - - -	{ - - - - - -	{ - - - - - -	{ - - - - - -	1,029	321	3	1				
						12,923	1,861	19	9				
Mortar, Empty, Loose - -	{ 13-inch - - - 10 " - - - 8 " - - -	{ - - - - - - - - -	{ - - - - - - - - -	{ - - - - - - - - -	{ - - - - - - - - -	11	5	6	7				
						11	2	6	11				
						5,005	601	4	6				
	{ Empty, Loose - -	{ 10-inch - - - 8 " - - - 32-pounder - - -	{ - - - - - - - - -	{ - - - - - - - - -	{ - - - - - - - - -	10,041	2,334	10	8				
						30,002	4,572	16	1				
						10,288	904	14	-				
	{ Empty, Riveted -	{ 10-inch - - - 8 " - - - 32-pounder - - -	{ - - - - - - - - -	{ - - - - - - - - -	{ - - - - - - - - -	959	293	-	3				
						9,085	1,845	15	4				
						5,468	629	5	6				
Naval -	{ Moorsom's, Filled	{ 10-inch - - - 32-pounder - - -	{ - - - - - -	{ - - - - - -	{ - - - - - -	45	24	8	6				
						60	9	10	11				
	{ Time, Filled -	{ 10-inch - - - 8 " - - - 32-pounder - - -	{ - - - - - - - - -	{ - - - - - - - - -	{ - - - - - - - - -	15	8	2	10				
						48	13	8	7				
						140	22	5	7				
	{ Pettman's, Filled	{ 8-inch - - - 32-pounder - - -	{ - - - - - -	{ - - - - - -	{ - - - - - -	144	40	5	11				
						348	55	7	5				
	Armstrong's, 10½-inch	- - -	- - -	- - -	- - -	452	175	2	6				
Shot :													
Armstrong's, Finished -	{ 110-pounder - - - 70 " - - - 40 " - - - 20 " - - - 12 " - - - 9 " - - - 6 " - - -	{ -	{ -	{ -	{ -	52,905	24,317	7	5				
						300	90	11	7				
						32,209	6,495	9	10				
						11,575	1,619	16	7				
						27,759	2,272	12	3				
						15,207	1,107	8	6				
						717	43	15	-				
Round, Solid, 150-pounder - - -						702	257	-	7				
Case, Carronade, with Iron ends	{ 68-pounder - - - 42 " - - - 32 " - - - 24 " - - - 18 " - - - 12 " - - - 9 " - - - 6 " - - -	{ -	{ -	{ -	{ -	2	-	8	10				
						2	-	7	5				
						2	-	6	5				
						616	90	18	9				
						102	12	4	4				
						2	-	3	3				
						1	-	1	5				
						2	-	2	2				
Case, Gun -	{ Iron Ends - -	{ 10-inch - - - 8 " - - - 56-pounder - - - 42 " - - - 32 " - - - 24 " - - - 18 " - - -	{ -	{ -	{ -	{ -	1,518	784	12	8			
							3,502	904	15	4			
							884	217	6	9			
							750	160	9	9			
							4,254	772	-	3			
							3,061	460	4	6			
							2,583	348	17	4			
	{ Wood Bottoms -	{ 12-pounder - - - 9 " - - - 6 " - - - 3 " - - -	{ - - - - - - - - - - - -	{ - - - - - - - - - - - -	{ - - - - - - - - - - - -	1,001	79	14	11				
						1,602	113	4	9				
						937	52	10	3				
						1	-	-	11				
	{ Iron Ends - -	{ 10-inch - - - 8 " - - -	{ - - - - - -	{ - - - - - -	{ - - - - - -	1,001	376	3	-				
						1,001	245	18	11				
						{ Wood Bottoms, L. S. - - -	{ 32-pounder - - - 24 " - - - 5½-inch - - - 4½ " - - -	{ - - - - - - - - - - - -	{ - - - - - - - - - - - -	1	-	2	9
										58	6	3	9
Case, Howitzer -	{ Wood Bottoms, S. S. - - -	{ 24-pounder - - - 12 " - - -	{ - - - - - -	{ - - - - - -	{ - - - - - -	1	-	2	2				
						3,434	213	12	5				
						2	-	4	11				
						542	40	19	5				

No. 3.—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—continued.

DESCRIPTION OF ARTICLES.										Number or Quantity.	AMOUNT.			
Shot—continued.											£.	s.	d.	
Grape, Carronade	Iron ends	68-pounder	-	-	-	-	-	-	1		-	6	1	
		42	"	-	-	-	-	-	1		-	4	11	
		32	"	-	-	-	-	-	1		-	4	6	
		24	"	-	-	-	-	-	909		177	-	11	
		18	"	-	-	-	-	-	101		15	13	10	
		12	"	-	-	-	-	-	1		-	2	4	
	Wood bottoms	6	"	-	-	-	-	-	1		-	1	1	
Grape, Gun, Caffin's	8-inch	-	-	-	-	-	-	-	10,027		2,761	18	4	
	56-pounder	-	-	-	-	-	-	-	451		111	5	2	
	42	"	-	-	-	-	-	-	1,001		214	11	10	
	32	"	-	-	-	-	-	-	3,621		634	9	4	
	24	"	-	-	-	-	-	-	169		21	19	2	
	18	"	-	-	-	-	-	-	1,632		171	8	3	
	12	"	-	-	-	-	-	-	501		40	1	-	
	9	"	-	-	-	-	-	-	101		6	16	7	
	6	"	-	-	-	-	-	-	251		13	13	10	
	3	"	-	-	-	-	-	-	1		-	-	8	
Grape, gun, common 10-inch										1,277		597	2	11
Lead, rifle		-53 pattern	-	-	-	-	-	-	3,115 0 7½		3,238	7	5	
musket		" proof	-	-	-	-	-	-	175 2 9		197	3	3	
Lead,		W. Richards'	-	-	-	-	-	-	15 3 12		18	6	4	
carbine		Green's	-	-	-	-	-	-	0 0 14½		-	3	2	
Lead	Pistol	Colt's	-	-	-	-	-	-	0 0 18½		-	4	1	
		Dean and Adam's	-	-	-	-	-	-	49 1 25		55	8	-	
		Spherical Buck	-	-	-	-	-	-	2 0 0		2	6	8	
Manby's	Round 6-pounder	-	-	-	-	-	-	-	53		10	12	-	
	Cylindrical 24-pounder	-	-	-	-	-	-	-	439		162	16	10	
Sand, 4 ozs.										116		44	6	8
Hollow, plugged, and riveted										336		18	-	-
Round, solid cast	68-pounder	-	-	-	-	-	-	-	30,001		4,761	8	2	
	56	"	-	-	-	-	-	-	3,001		402	15	2	
	32	"	-	-	-	-	-	-	70,001		5,275	11	11	
	6	"	-	-	-	-	-	-	10,823		156	5	1	
	3	"	-	-	-	-	-	-	1,491		10	12	6	
Round solid, loose, pre- pared for bottoms.	68-pounder	-	-	-	-	-	-	-	10		1	11	9	
	32	"	-	-	-	-	-	-	100		7	10	9	
	18	"	-	-	-	-	-	-	3		-	2	6	
	9	"	-	-	-	-	-	-	5		-	2	2	
	6	"	-	-	-	-	-	-	4,177		69	8	10	
Ditto, ditto, riveted	18 under	-	-	-	-	-	-	-	3,001		204	19	5	
	12	"	-	-	-	-	-	-	1,501		70	2	10	
	9	"	-	-	-	-	-	-	4,771		185	11	3	
	6	"	-	-	-	-	-	-	2,967		85	1	-	
	3	"	-	-	-	-	-	-	601		8	15	5	
Shot, pound	Mortar rounds	13-inch	-	-	-	-	-	-	791	}	460	15	1	
		10	"	-	-	-	-	-	300					
Skeletons, Light balls	10-inch	-	-	-	-	-	-	-	1		-	19	-	
	8	"	-	-	-	-	-	-	1		-	15	7	
	5½	"	-	-	-	-	-	-	1		-	6	2	
	4½	"	-	-	-	-	-	-	1		-	4	10	
Sockets, Paper (A) Cartridges										164,104		813	13	7
Slippers, Leather, Men's										1,407		614	1	11
Spanners, Iron, of sorts										122		6	2	-

No. 3.—ROYAL LABORATORY, WOOLWICH—(B.) Manufactured Articles, &c.—*continued.*

DESCRIPTION OF ARTICLES.										Number or Quantity.	AMOUNT.		
											£.	s.	d.
Sticks:													
Portfire finished										651	64	14	3
Rocket { Finished { 24-pounder										2,605	453	3	-
{ 12 " "										1,200	184	2	-
{ 6 " "										805	67	8	11
{ 3 " "										151	8	11	-
Signal { 2 lbs.										700	34	13	5
{ 1 " "										1,500	42	9	8
{ 1/2 " "										1,001	20	10	5
Taps, screw, Pettman's										805	171	18	-
Thumbstalls										2,500	27	10	11
Thongs for Manby's shot										4	-	6	-
Tubes:													
Friction { Brass										8,204	26	4	8
{ Copper										1,046,460	3,717	2	3
{ Quill										168,104	912	6	3
Quill { Galvanic										13,004	148	2	2
{ Match										42,554	115	13	11
{ Cross-headed										300,004	912	10	3
{ Common										4	-	-	2
Whale Rocket										201	-	9	4
Copper, Magnetic										5,830	88	14	6
Paper or Dutch										4	-	-	8
Wads:													
Grummet { 13-inch										12	-	10	2
{ 110-pounder										100	2	11	-
Junk, 5-260										100	2	6	-
Sawdust or Coaldust										20,965	528	9	10
Gutta Percha { Common										30	-	-	2
{ Diaphragm										30	-	-	2
Washers, Iron of sorts										360	-	3	5
Wrenches:													
N. P. Powder Cases										300	11	4	1
Filling Machines										41	3	8	4
Wrappers, waterproof, S. A. C., of sorts										8	-	-	2
TOTAL										£.	379,724	7	5

E. M. Boxer,
Superintendent, Royal Laboratory.

No. 3.—ROYAL LABORATORY, WOOLWICH—continued.

STATEMENT (C.)—ADDITIONS to PLANT during the Year 1862-63.

DESCRIPTION OF SERVICE.	AMOUNT.	DESCRIPTION OF SERVICE.	AMOUNT.
	£. s. d.		£. s. d.
Making lithographic press - - -	8 17 1	Table for folding serge - - - -	50 15 2
Making apparatus for manufacture of wads	281 12 8	Apparatus for the manufacture of wood canteens.	345 12 9
New filling machine for caps - - -	44 8 6	Hydraulic baling press - - - -	135 5 4
Finishing turning-lathe - - - -	16 7 1	Finishing valves for hydraulic presses for composition work.	112 - 8
Fittings for cartridge store - - - -	108 7 7	Pump and shafting for hydraulic press for millboard wads.	93 12 3
Fittings for tube drying-house - - -	33 8 9	Plant and gauges for Armstrong's new pattern time fuzes.	924 11 9
Fittings for lithographic press - - -	37 9 4	Iron piping for stoves - - - -	4 17 2
New stand for tubes - - - -	22 17 7	Plant and gauges for Pettman's S.S. fuzes	891 19 -
Fittings for School S. A. Cartridge Establishment.	67 1 6	Additions to plant used for the manufacture of plugs for shells.	527 6 9
Cutting machine for tubes - - - -	7 10 2	Plates on floor of washing rooms - -	27 1 6
Fittings for tinmen's shop - - - -	10 6 11	Additions to machine for making caps for revolvers.	27 18 6
Machine for measuring and marking serge	111 15 10	Cast-iron weights for accumulator - -	626 6 2
Fitting up iron building for repair of war stores.	523 2 11	Case factory - - - -	1 12 9
New formers for case rolling machine -	13 2 3	Additions to Rifle shell ditto - - -	295 4 1
Shell cleaning machines - - - -	205 17 -	Machinery in Brass foundry - - - -	127 19 2
Finishing steam valves - - - -	17 2 11	Iron ditto - - - -	976 14 7
Drying machine for Armstrong fuzes -	22 19 3		
Dies and blocks for lubricators - - -	42 - 8		
Making experimental moulds for sockets of Armstrong's cartridges.	2 18 2		
New levers for presses for making lubricators.	20 12 -		
Tools for making waterproof covers - -	86 5 8		
		£.	6,853 1 5

E. M. Boxer, Superintendent, Royal Laboratory.

STATEMENT (D.)—MISCELLANEOUS SERVICES Performed during the Year 1862-63.

DESCRIPTION OF SERVICE.	AMOUNT.	DESCRIPTION OF SERVICE.	AMOUNT.
	£. s. d.		£. s. d.
Experimental wads for Wahrendorff's gun -	12 15 1	Stores for Kingston - - - -	20 14 7
Man attending proof of ordnance - - -	26 6 3	Sections of shells, &c., for Royal Artillery -	34 7 10
Articles supplied to chemical department -	57 12 6	Sections for Her Majesty's ship "Excellent"	79 13 9
Experimental work on Whitworth's and rifle shells, &c.	431 14 9	Bullet mould for Enfield - - - -	4 14 10
Projectiles for committee on iron plates -	20 13 -	Abel's magnetic fuzes - - - -	54 7 6
Work performed for Royal Laboratory, Gosport.	64 18 10	Books of specimens of cartridges, labels, wrappers, &c.	21 13 7
Work performed for Royal Laboratory, Devonport.	616 15 9	Pattern cartridges - - - -	7 13 2
Stores for Quebec - - - -	- 3 3	Tin cases for the preservation of pattern candles.	2 1 7
Patterns for firemaster at Corfu - - -	579 12 9	Apparatus for liberating rockets when fired from boats.	- 1 7
Fitting 40-pounder common shells with plugs.	2 5 5	Sections of shells, &c., for Royal Artillery, Pembroke.	11 6 3
Spouting for shot and shell for Gibraltar -	91 8 11	Sections of shells, &c., for Royal Artillery, Devonport.	3 4 3
Spouting for shot and shell for Dublin -	4 2 4	Tables for Royal Artillery, Mauritius -	29 14 3
Making tampion chisels - - - -	69 11 2	Gauges, &c., for Royal Artillery, Sheerness	216 5 9
Men's time for work at Exhibition, and material expended.	274 9 6	Printing returns of stores for Royal Carriage Department.	10 18 11
Re-lacquering and re-examining Armstrong's common shells.	733 1 8	Tools, &c., for making millboard for safety arrangement for powder cases.	60 2 3
Preparing stores for Royal Artillery Institution.	378 15 8	Cases, tin, packing for Clothing Establishment.	5 8 9
Shells for Whitworth's 12-pounder brass gun.	460 7 2		

(continued)

No 3.—ROYAL LABORATORY, WOOLWICH—continued.

DESCRIPTION OF SERVICE.	AMOUNT.	DESCRIPTION OF SERVICE.	AMOUNT.
	£. s. d.		£. s. d.
Abel's fuzes for Royal Engineers, Chatham	17 4 5	Spouting for shot and shell for Dublin -	11 14 9
Specimens and gauges for inspectors of stores	48 18 3	Stores for troop ships - - - -	81 13 8
Removing sand from Lancaster's shells -	66 19 8	Printing for other departments - - -	136 15 10
Preparing common shells as specimens for various stations.	16 9	Printing tables for military instruction, and instructing military.	175 12 10
Hooks and thimbles for metal powder cases	1 18 11	Examining and breaking-up returned stores for Military Store Department.	3,984 2 10
Sections, &c., for concussion, pillar, and time fuzes, for P. S. of stores.	333 5 1	Examining and proving stores after manufacture.	8,894 19 9
Fuzes and shells for Major Breithaught -	23 12 10	Painting, &c., shot and shell for Military Store Department.	2,223 14 9
Barrels, whole, for sand shot - - -	111 12 7	Repairs of stores for P. S. of stores - -	7,046 9 7
Preparing powder cases with safety label arrangement.	10 -	Expenditure on experimental and special matériel for O. S. Committee.	2,702 9 10
Slide-bar for rifle-rest - - - -	77 - 3	Departmental experimental work on articles of a special nature.	262 4 6
Specimens of stores for instruction in gunnery, at various stations.	315 4 10	Apparatus for pressing powder for Special Powder Committee.	343 12 11
Removing, examining, and lacquering 13-inch mortar shells for P. S. of stores.	1,044 15 4	Gauges, &c., for the manufacture of pillar fuzes.	205 10 3
Diagrams and descriptions of the mode of covering Armstrong's projectiles with lead.	2 6 4	Work performed for Works' Department -	15 8 7
Specimens of Pettman's fuzes for various stations.	21 10 3	Shot, solid, <i>eprouvette</i> , for proving powder -	60 4 7
Printing, &c., Captain Fraser's "Notes on Matériel."	16 9 4		
Coloured lights for Her Majesty's yacht -	22 10 5		
Shells, rockets, coloured lights, and firework apparatus, on occasion of marriage of his Royal Highness the Prince of Wales.	883 15 2		
		TOTAL - - - £.	33,518 7 11

E. M. Boxer, Superintendent, Royal Laboratory.

(E.) CAPITAL ACCOUNT of the ROYAL LABORATORY, WOOLWICH ARSENAL, 1862-3.

Dr.

Cr.

To Balance — For Net Amount of Capital to the 31st March 1862, viz.:	£. s. d.	£. s. d.	By Productions, 1862-3—For one year's Depreciation upon Plant, &c.:	£. s. d.	£. s. d.
Buildings - - - -	100,607 3 5		5 per cent. on Buildings (100,607 l. 3 s. 5 d., see per contra) - - -	5,030 7 5	
Machinery - - - -	162,223 18 6	262,831 6 11	10 per cent. on Machinery (162,223 l. 18 s. 6 d., see per contra) - - -	16,222 7 10	21,252 15 3
To Army Supplies, 1862-3—For Amount Expended during the year 1862-3, viz.:			By Sundry Departments:		
New Buildings - - - -	4,174 2 9		For Machinery issued during 1862-3 - - - -	- - - -	347 - -
New Machinery - - - -	5,450 5 -	9,624 7 9	By Balance, 1862-3—For Net Amount of Capital on the 31st March 1863, viz.:		
To Productions, 1862-3—For New Machinery added in the Department during the year 1862-3 -	- - - -	6,853 1 5	Buildings - - - -	99,751 3 3	
			Machinery - - - -	157,957 17 7	257,709 - 10
	£.	279,308 16 1		£.	279,308 16 1

E. M. Boxer,
Superintendent, Royal Laboratory.War Office,
May 1864. }W. Brown,
Accountant General.

— No. 4. —

ROYAL SMALL ARMS FACTORY, ENFIELD.

(A).—BALANCE SHEET of the ROYAL SMALL ARMS FACTORY, ENFIELD 1862-3.

Dr.

Cr.

To Balance :	£.	s.	d.	£.	s.	d.	By Balance :	£.	s.	d.	£.	s.	d.	
For Stores in Stock on 1st April 1862 - - - - -	26,449	1	2				For Stores in Stock on the 31st March 1863 - - - - -	32,305	5	3				
For semi-manufactured Articles in Stock, 1st April 1862 - - -	46,307	-	1				For semi-Manufactured Articles in Stock, on 31st March 1863 - - -	25,598	7	7				
				72,756	1	3					57,903	12	10	
Army Supplies, 1862-3 — For Cash advanced through the Paymaster-General, and expended on the following Services during the year ended 31st March 1863 :							By Capital Account :							
Salaries - - - - -	2,480	12	11				For New Buildings added during 1862-3	1,762	7	7				
Wages - - - - -	135,706	17	8				For Rifle Range and Butt - - -	7,080	1	9				
Wages to Men invalided upon Medical Certificate - - -	486	6	4				For New Machinery added during 1862-3 - - -	1,033	3	-				
Stores, Materials, &c. - - -	42,305	17	1½								9,875	12	4	
Miscellaneous Services - - -	1,449	13	3				By Production Account :							
Police - - - - -	576	15	8				For Miscellaneous Services performed during 1862-3 - - -	11,968	8	7½				
Divine Service and Schools - -	303	5	7				For Manufactures during 1862-3 ; viz.							
Military Pay of Officers - - -	365	19	10				71,590 Rifles, Pattern 1853, say 37 s. each - - -	132,465	5	1½				
Repairs to Buildings, &c. - - -	3,145	5	1				13,780 Rifles, Short, 50 s. 7½ d. - -	34,890	5	7				
New Buildings - - - - -	1,762	7	7				1,000 Rifles, Whitworth, 53 s. - -	2,650	-	-				
Rifle Range and Butt - - -	7,080	1	9				1,000 Carbines, Artillery, 47s. 11 d. -	2,396	6	9				
New Machinery—							13,000 Carbines, Cavalry, 33s. 6½ d. -	21,801	2	8½				
Royal Small Arms - £. s. d.							Implements for Small Arms :							
Factory - 1,033 3 -							3,500 Nipple Wrenches, Patt. 1853, with Cramps, 23·14 d. - -	337	9	5				
Model Branch - 95 2 -							57,200 Nipple Wrenches, Patt. 1853, without Cramps, 15·17 d. - -	3,616	4	9				
	1,128	5	-				206 Nipple Wrenches, Cavalry Carbine, with Cramps, 24·40 d. - - -	20	19	-				
Repairs to Machinery - - -	61	5	-				2,314 Nipple Wrenches, Cavalry Carbine, without Cramps, 15·6 d. - - -	150	7	7½				
Superannuations - - - - -	297	8	-				6,000 Brass Jags. 3·21 d. - - -	80	10	6½				
				197,150	-	9½	98,850 Muzzle Stoppers, 1·39 d. - -	572	11	5				
							170 Ball Drifts, 2·32 d. - - -	1	12	11				
To Miscellaneous Services, 1862-3—							39,300 Snap Caps, 1·18 d. - - -	194	6	6				
For Expenditure not defrayed out of Army Supplies ; viz.—							For New Buildings added in the Department - - - - -	153	8	-				
Stationery - - - - -	208	16	-				For New Machinery added in the Department - - - - -	1,517	5	2½				
Rental Value of Range, and of Cottages occupied by Persons employed in the Factory not paying Rent - - - - -	98	11	10				For New Tools added in the Department - - - - -	3,098	5	10				
				307	7	10	By Sundry Departments :				215,914	10	-	
To Sundry Departments, 1862-3—							For Stores, &c., issued during 1862-3	4,606	2	10½				
For Stores, &c., received from various Sources - - - - -	-	-	-	25,924	2	1	For Stores sold to Artificers and others	2,700	12	7				
							Wages and Stores, &c., applicable to the Model Branch, distinct from the General Factory, for the year 1862-3 -	5,137	1	4				
											12,443	16	9½	
	£.			296,137	11	11½					£.	296,137	11	11½

Mem.—The above results are exclusive of any charge for depreciation of Plant, &c. If a charge be raised for this item, viz., 5 per cent. on Buildings and Tools, and 10 per cent. on Machinery, it would amount to 14,965 l. 9 s., and the cost of Productions would be enhanced by about 7·51 per cent. (See separate Statement of Capital Account). The Indirect Expenditure is distributed, *pro rata*, over the work performed, the general result being that this Expenditure is distributed according to the amount expended on Labour and Material combined. Had the above Arms and Implements been obtained from the Trade, the cost, including the expenses of View, would have been as follows :—

71,590 Rifles, Pattern 1853, at 65 s. 1 d. each - - - - -	£.	s.	d.	£.	s.	d.	206 Nipple Wrenches, Cavalry Carbine, with Cramps, 31·26 d. - -	-	-	£.	s.	d.
13,780 Rifles, Short, 94 s. 7 d. - - -	-	-	-	232,965	15	10	2,314 Nipple Wrenches, Cavalry Carbines, without Cramps, 17·71 d. -	-	-	26	16	8
1,000 Rifles, Whitworth, 143 s. 7 d. -	-	-	-	65,167	18	4	6,000 Brass Jags, 3·61 d. - - -	-	-	170	15	1
1,000 Carbines, Artillery, 71 s. - - -	-	-	-	7,179	3	4	98,850 Muzzle Stoppers, 2·50 d. - -	-	-	90	5	-
13,000 Carbines, Cavalry, 63 s. 7 d. -	41,329	3	4	3,550	-	-	170 Ball Drifts, 2·49 d. - - -	-	-	1,029	13	9
13,000 Sight Caps and Screws for Cavalry Carbines, 3·71 d. - - -	200	19	2				39,300 Snap Caps, 1·59 d. - - -	-	-	1	15	4
				41,530	2	6				260	7	3
3,500 Nipple Wrenches, Pattern 1853, with Cramps, 29·67 d. - - -	-	-	-	432	13	9			£.	356,378	7	2
57,200 Nipple Wrenches, Pattern 1853, without Cramps, 16·67 d. - - -	-	-	-	3,973	-	4	Cost at Enfield - - - - -	-	-	199,177	2	4
							Saving effected, 1862-3 - - -	-	£.	157,201	4	10

War Office, }
May 1864. }

William Brown,
Accountant General.

W. M. H. Dixon,
Lieut. Col. R. A. and Bt. Col.,
Superintendent.

No. 4.—ROYAL SMALL ARMS FACTORY ENFIELD LOCK—*continued.*

(B.)—STATEMENT showing COST and PRODUCTION for the Year ending 31st March 1863, prepared in accordance with War Office Order of 26th June 1861, ⁷⁷/₁₀₇₆ G. N.

Dr.

Cr.

	£. s. d.		£. s. d.	£. s. d.
To Balance from 1st April 1862, comprising Land and Buildings :—		By Buildings and Land to 31st March 1862 - - - - -	79,349 19 10	
To Tools, Machinery, &c., as per Account, to 31st March 1862 - - - - -	276,244 9 8	By Buildings, less Depreciation at 5 per cent. - - - - -	3,967 9 11	75,382 9 11
To Buildings - - - - -	11,987 14 5	By Buildings, New Account, including New Rifle Range - - - - -		8,995 17 4
To Machinery - - - - -	1,189 10 -	By Machinery to 31st March 1862 - 106,554 15 5		
To Stores - - - - -	68,438 15 2½	By Machinery, less Depreciation at 5 per cent. - - - - -	5,327 14 9	101,227 - 8
To Salaries - - - - -	3,149 18 4	By Machinery, New Account - - - - -		2,550 8 2½
To Wages - - - - -	136,193 4 -	By Tools, to 31st March 1862 - - 17,583 13 2		
To Miscellaneous Expenses - - - - -	2,422 8 9	By Tools, less Depreciation, at 5 per cent. - - - - -	879 3 8	16,704 9 6
		By Tools, New Account - - - - -		3,098 5 10
		By Components of Arms, &c., in conversion - - -		27,424 19 2
		By Stores on Hand - - - - -		30,478 13 8
		By Stores, Arms, &c., issued during past year, as follows, viz. :—		
		By Superintendent of Stores, Tower, Arms and Implements of various patterns at cost price* -	209,351 10 8	
		Ditto - Sundries - - - - -	11,968 8 7½	
		By Inspector of Small Arms, Liege - - - - -	25 2 -½	
		By Repairing Factory, Pimlico - - - - -	1,929 8 8	
		By Secretary of State for War - - - - -	128 15 2½	
		By Inspector of Small Arms, Birmingham - - -	18 18 8	
		By Inspector of Small Arms, Solingen - - - - -	9 19 9½	
		By Superintendent of Stores, Woolwich - - - -	32 1 8½	
		By Powder Mills, Waltham Abbey - - - - -	28 14 6	
		By Model Branch (Wages and Stores distinct from General Factory) - - - - -	5,137 1 4	
		By Stocks Account - - - - -	2,481 - 7½	
		By Open Accounts for Stores supplied to sundry persons - - - - -	2 1 8	
		By Stores sold to artificers and various other persons during past year - - - - -	2,700 12 7	
£. 499,626 - 4½		£. 499,626 - 4½		

War Office. }
May 1864. }

William Brown,
Accountant-General.

* *Mem.*—Had these Arms and Implements been obtained from the Trade, their cost, inclusive of View, would have been as follows :—

	£. s. d.		£. s. d.
71,590 Rifles, pattern 1853, at 65 s. 1 d. each -	232,965 15 10	2,314 Nipple Wrenches, Cavalry Carbine, without Cramps, at 17·71 d. - - - - -	170 15 1
13,780 Rifles, Short, at 94 s. 7 d. - - - - -	65,167 18 4	6,000 Brass Jags, at 3·61 d. - - - - -	90 5 -
1,000 Rifles, Whitworth. 143 s. 7 d. - - - -	7,179 3 4	98,850 Muzzle Stoppers, at 2·50 d. - - - -	1,029 13 9
1,000 Carbines, Artillery, 71 s. - - - - -	3,550 -	170 Ball Drifts, at 2·49 d. - - - - -	1 15 4
13,000 Carbines, Cavalry, at 63 s. 7 d. - - -	41,329 3 4	39,300 Snap Caps, at 1·59 d. - - - - -	260 7 3
13,000 Sight Caps, and screws for ditto, at 3·71 d. -	200 19 2		
3,500 Nipple Wrenches, pattern 1853, with Cramps, at 29·67 d. - - - - -	432 13 9	Cost at Enfield - - - - -	356,378 7 2
57,200 Nipple Wrenches, pattern 1853, without Cramps, at 16·67 d. - - - - -	3,973 - 4	Saving effected, 1862-3 - - - - -	209,351 10 8
206 Nipple Wrenches, Cavalry Carbine with Cramps, at 31·26 d. - - - - -	26 16 8		£. 147,026 16 6

W. M. H. Dixon,
Lieut. Col. R. A. and Bt. Col., Superintendent.

No. 4.—ROYAL SMALL ARMS FACTORY, ENFIELD—*continued.*

(C).—CAPITAL ACCOUNT of the ROYAL SMALL ARMS FACTORY, ENFIELD, 1862-3.

Dr.

Cr.

[illegible]

War Office, }
May 1864. }

William Brown,
Accountant General.

W. M. H. Dixon,
Lieut. Col. R. A., &c. &c., Superintendent.

No. 5.—ROYAL GUNPOWDER FACTORY, WALTHAM ABBEY—*continued.*

(B.)—CAPITAL ACCOUNT of the ROYAL GUNPOWDER FACTORY, WALTHAM ABBEY, 1862-3.

Dr.

Cr.

To Balance, Account 1861-2 —For Net Amount of Capital on the 31st March 1862, viz.:	£.	s.	d.	£.	s.	d.	By Production Account, 1862-3—For One Year's Depreciation on Plant, &c., viz.:	£.	s.	d.	£.	s.	d.	
Land - - -	20,405	-	-				5 per cent. on Buildings (117,775 l. 17 s. 1 d., see per contra) -	5,888	15	10				
Water Power - -	50,000	-	-				5 per cent. on Tools and Miscellaneous Plant (7,796 l. 15 s. 2d. see per contra) -	389	16	9				
Buildings - - -	117,775	17	1				10 per cent. on Ma- chinery (43,710 l. 1 s. 5 d., see per contra) -	4,371	-	1				
Machinery - - -	43,710	1	5											
Tools and Miscel- laneous Plant - -	7,796	15	2											
				239,687	13	8					10,649	12	8	
To Army Supplies, 1862-3—For Amount ex- pended during the Year, viz.:							By Balance, Account 1862-3 —For Net Amount of Capital on the 31st March 1863, viz.:							
Buildings - - - - -				463	3	10	Land - - -	20,405	-	-				
							Water Power - -	50,000	-	-				
To Sundries, 1862-3:							Buildings - - -	112,350	5	1				
For Additional Tools and Miscellaneous Plant issued to the Factory during this Year - - - - -				325	4	5	Machinery - - -	40,476	4	1				
For Machinery issued to the Factory during this Year - - - -				1,137	2	9	Tools and Miscel- laneous Plant - -	7,732	2	10				
											230,963	12	-	
	£.			241,613	4	8					£.	241,613	4	8

War Office, }
May 1864. }

William Brown,
Accountant General.

— No. 6. —

ROYAL GAS FACTORY, WOOLWICH ARSENAL.

(A.)—BALANCE SHEET of the ROYAL GAS FACTORY, ROYAL ARSENAL, WOOLWICH, 1862-3.

Dr.

Cr.

	£. s. d.	£. s. d.		£. s. d.	£. s. d.
To Balance Account:			By Balance:		
For Stores in Stock on the 1st April 1862 - - - -	950 19 2 $\frac{3}{4}$		For Stores in Stock on 31st March 1863 - - - - -	- - -	2,177 2 11 $\frac{1}{4}$
To Army Supplies, 1862-3 — For Cash Advanced through the Paymaster General, and expended in the following Services during the year 1862-3, viz.:			Capital Account:		
Salaries - - - - -	250 - -		For New Buildings added during 1862-3 - - - - -	671 10 1 $\frac{3}{4}$	
Cash expended for Wages: -	2,610 4 8		For New Machinery added during 1862-3 - - - - -	4,000 - -	4,671 10 1 $\frac{3}{4}$
Stores and Materials received, between 1st April 1862 and 31st March 1863 - - -	6,565 15 7 $\frac{1}{2}$		Production Account:		
Repairs to Buildings - - -	483 - - $\frac{3}{4}$		Altering and repairing the Gas Fittings in the various Departments - - - - -	993 4 - $\frac{3}{4}$	
New Buildings - - - - -	671 10 1 $\frac{3}{4}$		Coke, Tar, Liquor, &c. - - -	1,405 18 3	
New Machinery - - - - -	4,000 - -	15,531 9 8 $\frac{3}{4}$	Gas produced, 66,925,000 cub. ft.	7,639 17 - $\frac{3}{4}$	10,038 19 4
To Capital Account, 1862-3:			Stores issued to other Departments	- - -	6 12 -
For Depreciation on Buildings -	504 8 5 $\frac{1}{4}$				
For ditto - ditto Machinery -	858 6 3	1,362 14 8 $\frac{1}{4}$			
(see Capital Account annexed).					
	£. 16,894 4 5			£. 16,894 4 5	

War Office, }
May 1864. }William Brown,
Accountant General.John Anderson,
Inspector of Machinery.

(B.)—CAPITAL ACCOUNT of the ROYAL GAS FACTORY, 1862-3.

Dr.

Cr.

	£. s. d.	£. s. d.		£. s. d.	£. s. d.
To Balance for Net Amount of Capital to the 31st March 1862 (see Statement annexed), i.e.:			By Productions, 1862-3, for one year's depreciation on Plant, &c.:		
Buildings - - - - -	10,088 8 11 $\frac{1}{2}$		5 per Cent. on Buildings (10,088 l. 8 s. 11 $\frac{1}{2}$ d. (see per contra) - - - - -	504 8 5 $\frac{1}{4}$	
Machinery - - - - -	8,583 2 8 $\frac{1}{4}$	18,671 11 7 $\frac{3}{4}$	10 per Cent. on Machinery (8,583 l. 2 s. 8 $\frac{1}{4}$ d. (see per contra) - - - - -	858 6 3	1,362 14 8 $\frac{1}{4}$
To Amount expended during the years 1862-3, i.e.:			Balance for Net Amount of Capital on 31st March 1863, i.e.:		
New Buildings - - - - -	671 10 1 $\frac{3}{4}$		Buildings - - - - -	10,255 10 8	
New Machinery - - - - -	4,000 - -	4,671 10 1 $\frac{3}{4}$	Machinery - - - - -	11,724 16 5 $\frac{1}{4}$	21,980 7 1 $\frac{1}{4}$
	£. 23,343 1 9 $\frac{1}{4}$			£. 23,343 1 9 $\frac{1}{4}$	

War Office, }
May 1864. }William Brown,
Accountant General.John Anderson,
Inspector of Machinery.

— No. 6. —

(C.)—MEMORANDUM of ROYAL GAS FACTORY PLANT, showing the Depreciation and Value each Year, since the Erection of the Works up to 1862-3.

	DEPRECIATION.					
	Buildings, 5 per Cent.			Machinery, 10 per Cent.		
	£.	s.	d.	£.	s.	d.
Value when Erected in 1856-7 - - - - -	6,907	6	5	6,000	-	-
Depreciation - - - - -	345	7	3½	600	-	-
	6,561	19	1¾	5,400	-	-
Add New for 1857-8 - - - - -	1,479	17	3½	331	18	4¼
Value for 1858-9 - - - - -	8,041	16	5¼	5,731	18	4¼
Depreciation - - - - -	402	1	9¾	573	3	10
	7,639	14	7½	5,158	14	6¼
Add New for 1858-9 - - - - -	22	8	1¼	4,543	10	-¾
Value for 1859-60 - - - - -	7,662	2	8¾	9,702	4	7
Depreciation - - - - -	383	2	1½	970	4	5½
	7,279	-	7¼	8,732	-	1½
Add New for 1859-60 - - - - -	47	12	7	70	5	9¼
Value for 1860-1 - - - - -	7,326	13	2¼	8,802	5	10¾
Depreciation - - - - -	366	6	7¼	880	4	7
	6,960	6	6½	7,922	1	3¾
Add New for 1860-1 - - - - -	3,018	9	3	1,339	5	-
Value for 1861-2 - - - - -	9,978	15	9½	9,261	6	3¾
Depreciation - - - - -	498	18	9¼	926	3	7½
	9,479	17	-¼	8,335	2	8¼
Add New for 1861-2 - - - - -	608	11	11¼	248	-	-
Value for 1862-3 - - - - -	10,088	8	11½	8,583	2	8¼

War Office, }
May 1864. }

John Anderson,
Inspector of Machinery.

ARMY (MANUFACTURING ESTABLISHMENTS).

RETURN of the ANNUAL ACCOUNTS of the
several MANUFACTURING ESTABLISHMENTS under
the WAR DEPARTMENT, for the Year 1862-3.

(*Mr. Scholefield.*)

Ordered, by The House of Commons, to be Printed,
15 June 1864.

[*Price 10d.*]

392.

Under 8 oz.

ARMY (MEDICAL DEPARTMENT).

RETURN to an Address of the Honourable The House of Commons,
dated 29 April 1864;—for,

“RETURNS of the Number of MEDICAL OFFICERS who have Retired from the ARMY since the 1st day of January 1862; stating their Rank, and whether Regimental or Staff Officers :”

“And, of the Number of VACANCIES now existing in the various Grades of the MEDICAL DEPARTMENT of the ARMY.”

War Office, }
13 May 1864.

HARTINGTON.

RETURN of the Number of MEDICAL OFFICERS who have Retired from the ARMY under the provisions of the ROYAL WARRANT of 1st October 1858, or Resigned the Service, since the 1st day of January 1862, stating their Rank, and whether Regimental or Staff Officers.

3 Inspectors General - - -	} Retired under the provisions of the
4 Deputy Inspectors General -	{ Warrant of 1 October 1858.
4 Regimental Surgeons Major -	ditto.
6 Staff Surgeons Major - -	ditto.
14 Regimental Assistant Surgeons -	Resigned.
13 Staff Assistant Surgeons - -	ditto.

RETURN of the Number of VACANCIES now existing in the various Grades of the MEDICAL DEPARTMENT of the ARMY.

RANK.	NUMBER OF VACANCIES.
Inspectors General - - - - -	None.
Deputy Inspectors General - - - - -	1
Staff Surgeons Major - - - - -	None.
Regimental Surgeons Major - - - - -	None.
Staff Surgeons - - - - -	None.
Regimental Surgeons - - - - -	26
Assistant Surgeons, Staff and Regimental - -	64 *

* MEMO.—To meet the number of vacancies, there are 41 candidates at the Army Medical School.

Note.—The vacancies at present existing amongst the Surgeons and Assistant Surgeons have been caused by the recent transfer of the Indian-European brigades of Artillery, and regiments of Cavalry and Infantry, to the Imperial Government, the Indian Government requiring the Medical Officers of their own service who are now attached to those corps.

ARMY (MEDICAL DEPARTMENT).

RETURNS of the Number of MEDICAL OFFICERS who have Retired from the Army since the 1st day of January 1862; stating their Rank, and whether Regimental or Staff Officers; and, of the Number of VACANCIES now existing in the various Grades of the MEDICAL DEPARTMENT of the Army.

(Colonel North.)

*Ordered, by The House of Commons, to be Printed,
19 May 1864.*

ACCOUNTS AND PAPERS:

THIRTY-SIX VOLUMES.

—(6.)—

NAVY ESTIMATES; NAVY.

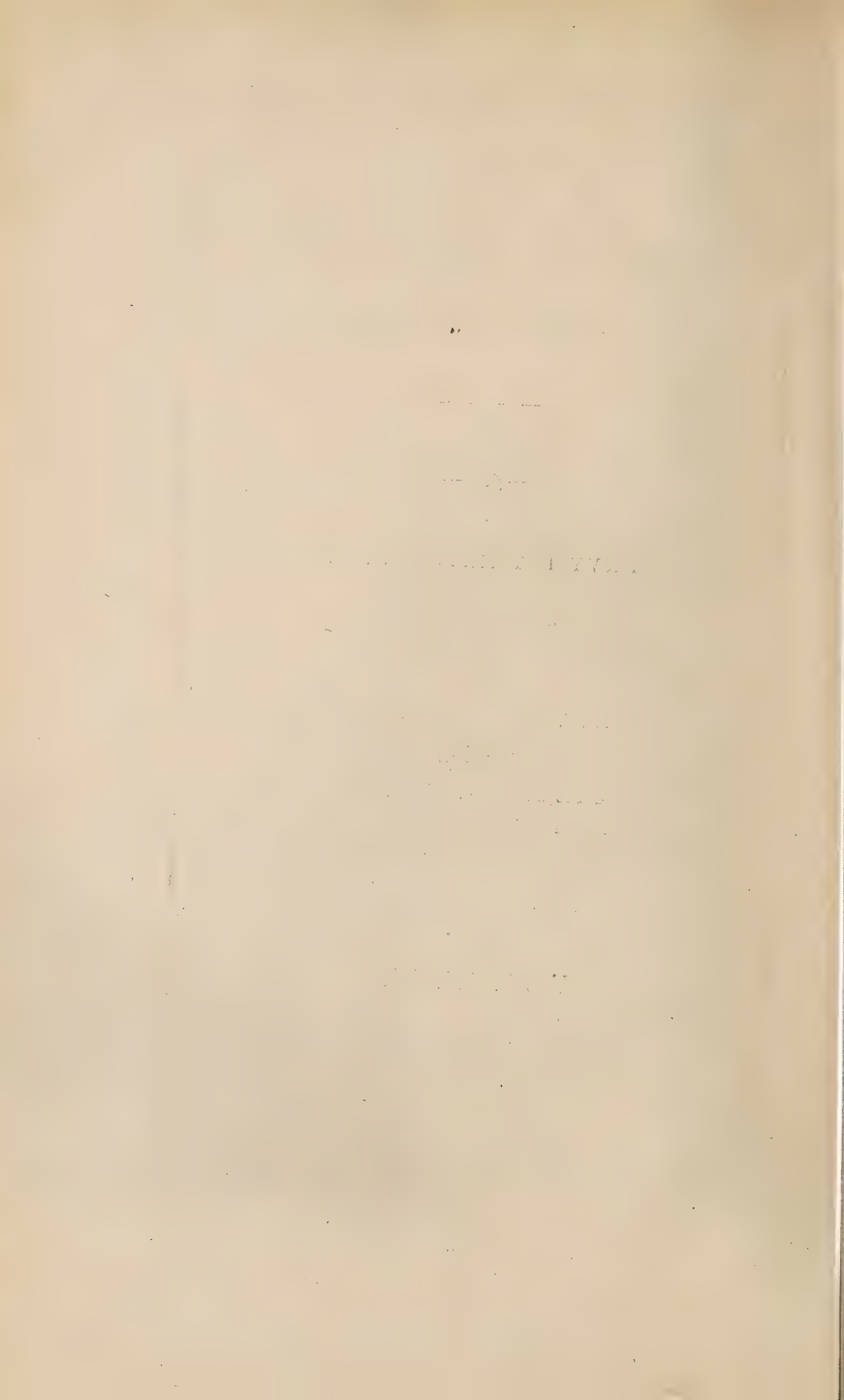
Session

4 February—29 July 1864.

VOL. XXXVII.

1864.





ACCOUNTS AND PAPERS:

1864.

THIRTY-SIX VOLUMES:—CONTENTS OF THE

SIXTH VOLUME.

N.B.—*THE* Figures at the beginning of the line, correspond with the N° at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for The House of Commons.

NAVY ESTIMATES:

- ✓ 47. Navy Estimates for the Year 1864–65, with Appendix [Account of Naval Old Store Moneys and Extra Receipts in 1862–63] - - - - - p. 1
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NAVY ESTIMATES,

FOR

THE YEAR

1864-65,

WITH APPENDIX.



[ACCOUNT of NAVAL OLD STORE MONEYS and EXTRA RECEIPTS in 1862-63.]

(PRESENTED TO PARLIAMENT BY COMMAND OF HER MAJESTY.)

*Ordered, by The House of Commons, to be Printed,
12 February 1864.*

STATEMENT showing the NET COST of the SERVICES provided for in the
NAVY ESTIMATES for the Financial Years 1862-63, 1863-64, 1864-65,
after taking into Account the EXTRA RECEIPTS of the NAVAL DEPART-
MENT payable into the EXCHEQUER.

(Prefixed to the NAVY ESTIMATES in accordance with Treasury Minute of the
12th December 1863.)

1862-63 :				£.	s.	d.
Navy Estimates 1862-63 (Ordinary Grants)	-	11,794,305	-	-	-	-
Further Sum appropriated out of the Vote of Credit for China	-	-	-	405,879	9	10
				12,200,184	9	10
Deduct,—						
Excess of Surpluses over Deficiencies on the ordinary Grants (Surpluses, 870,100 l.; Deficiencies, 499,702 l. 7 s. 9 d.)	-	-	-	-	-	-
				370,397	12	3
Expenditure, as per Final Account for 1862-63	-	-	£.	11,829,786	17	7
Extra Receipts and Repayments, as per Statement shown at page 111 of these Estimates (1st April 1862 to 31st March 1863)				297,221	3	11
Net Amount of Expenditure for Naval Services for the Year 1862-63, after deducting Extra Receipts and Repayments paid to the Exchequer	-	-	-	£.	11,532,565	13 8
1863-64 :						
Navy Estimates 1863-64	-	-	-	10,736,032	-	-
Extra Receipts and Repayments :				£.	s.	d.
1st April 1863 to 31st December 1863	-	205,282	8	11		
Quarter, from 1st January 1864 to 31st March 1864 (Estimated)	-	68,427	11	1		
				273,710	-	-
Net Amount, after deducting Estimated Extra Receipts and Repayments paid or to be paid to the Exchequer	-	-	-	£.	10,462,322	- -
1864-65 :						
Navy Estimates 1864-65	-	-	-	10,432,610	-	-
Estimated Amount of Extra Receipts and Repayments	-	-	-	263,588	-	-
Net Amount, after deducting Estimated Extra Receipts and Repayments to be paid to the Exchequer	-	-	-	£.	10,169,022	- -

Admiralty, }
2 February 1864. }

J. Beeby,
Accountant General of the Navy.

AN ESTIMATE of the Sums required to meet the Expenses which may be and Decrease, as compared with the Sums voted for

No. of Vote.	Page.	A B S T R A C T.									
1	6	WAGES to Seamen and Marines	-	-	-	-	-	-	-	-	-
2	8	VICTUALS and CLOTHING for ditto	-	-	-	-	-	-	-	-	-
3	10	ADMIRALTY OFFICE	-	-	-	-	-	-	-	-	-
4	14	COAST GUARD SERVICE, ROYAL NAVAL COAST VOLUNTEERS, and ROYAL NAVAL RESERVE	-	-	-	-	-	-	-	-	-
5	17	SCIENTIFIC BRANCH	-	-	-	-	-	-	-	-	-
6	22	HER MAJESTY'S ESTABLISHMENTS AT HOME	-	-	-	-	-	-	-	-	-
7	41	HER MAJESTY'S ESTABLISHMENTS ABROAD	-	-	-	-	-	-	-	-	-
8	48	WAGES to ARTIFICERS, &c., employed in Her Majesty's Establishments at Home	-	-	-	-	-	-	-	-	-
9	53	WAGES to ARTIFICERS, &c., employed in Her Majesty's Establishments Abroad	-	-	-	-	-	-	-	-	-
10	54 & 55	NAVAL STORES for the Building, Repair and Outfit of the Fleet; Steam Machinery; and Ships built by Contract:	-	-	-	-	-	-	-	-	-
		Section I. Storekeeper General of the Navy	-	-	-	-	-	-	-	-	-
		Section II. Controller of the Navy	-	-	-	-	-	-	-	-	-
11	56	NEW WORKS, Improvements, and Repairs in the Yards, &c.	-	-	-	-	-	-	-	-	-
12	66	MEDICINES and Medical Stores	-	-	-	-	-	-	-	-	-
13	67	MISCELLANEOUS SERVICES	-	-	-	-	-	-	-	-	-
TOTAL for the EFFECTIVE SERVICE - - - £.											
14	70	HALF PAY, Reserved Half Pay and Retired Pay to Officers of the Navy and Royal Marines	-	-	-	-	-	-	-	-	-
15	74	MILITARY PENSIONS and ALLOWANCES	-	-	-	-	-	-	-	-	-
16	85	CIVIL PENSIONS and ALLOWANCES	-	-	-	-	-	-	-	-	-
TOTAL FOR THE NAVAL SERVICE - - - £.											
FOR THE SERVICE OF OTHER DEPARTMENTS OF GOVERNMENT:											
17	87	ARMY DEPARTMENT (Conveyance of Troops)	-	-	-	-	-	-	-	-	-
GRAND TOTAL - - - £.											

incurred in the NAVAL DEPARTMENT, in the Year 1864-65, showing the Increase the preceding Year, under the following Heads; viz.

REQUIRED TO BE VOTED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.	1864/65.		Number of Vote.
		Increase.	Decrease.	
£.	£.	£.	£.	
2,874,647	2,921,951	- - -	47,304	1
1,304,119	1,416,986	- - -	112,867	2
168,605	165,322	3,283	- - -	3
300,718	299,695	1,023	- - -	4
71,276	71,961	- - -	685	5
192,574	183,316	9,258	- - -	6
37,666	36,370	1,296	- - -	7
1,275,316	1,112,878	162,438	- - -	8
69,205	69,957	- - -	752	9
1,164,100	1,334,051	- - -	169,951	10
662,212	857,349	- - -	195,137	
449,298	433,298	16,000	- - -	11
64,350	66,000	- - -	1,650	12
102,320	99,370	2,950	- - -	13
8,736,406	9,068,504	196,248	528,346	14
697,790	719,341	- - -	21,551	
490,201	483,105	7,096	- - -	
193,983	194,932	- - -	949	
10,118,380	10,465,882	203,344	550,846	17
314,230	270,150	44,080	- - -	
10,432,610	10,736,032	247,424	550,846	

NET DECREASE - - £. 303,422

SOMERSET.

J. STANSFELD.

NAVY ESTIMATES FOR THE YEAR 1864-65.

— No. 1. —

WAGES, &c., TO SEAMEN AND MARINES.

Number Voted last Year.	Number for 1864/65.	WAGES, &c., TO SEAMEN.	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
		FLEET—SERVICE AFLOAT.		
		To defray the Charge of Wages (exclusive of additional Pay and Allowances, shown below) which shall come in course of payment in the year ending on the 31st March 1865, for the following Officers and Seamen to be employed in Her Majesty's Fleet; viz. :—	£. s. d.	£. s. d.
223	188	For Flag Officers in Commission, and their Retinues, One Hundred and Eighty-eight in number - - - - -	29,426 - -	35,405 - -
30	30	For Officers superintending Her Majesty's Dockyards, and their Retinues, Thirty in number - - - - -	4,946 - -	4,946 - -
3,661	3,667	For Three Thousand Six Hundred and Sixty-seven Commissioned and other Officers, above the rank of subordinate Officers, to be employed in Her Majesty's Fleet - - - - -	667,752 - -	652,088 - -
842	857	For Eight Hundred and Fifty-seven Subordinate Officers - -	33,328 - -	31,838 - -
1,028	1,076	For One Thousand and Seventy-six Warrant Officers - -	103,335 - -	97,317 - -
33,216	32,682	For Thirty-two Thousand Six Hundred and Eighty-two Petty Officers and Seamen (including the cost of increased Pay to Ships' Stewards and Officers' Servants, amounting to £. 8,873) - - - - -	971,625 - -	974,859 - -
39,000	38,500	£.	1,810,412 - -	1,796,453 - -
		Boys :		
9,000	7,000	For Seven Thousand Boys, to be employed in Her Majesty's Fleet, including Two Thousand Five Hundred Boys, to be kept under Instruction in Training Ships - - - - -	69,703 - -	89,982 - -
48,000	45,500	(For basis of the foregoing Estimate, see APPENDIX, page 90.) £.	1,880,115 - -	1,886,435 - -
		COAST GUARD SERVICE :		
9,000	7,500	For Three Thousand Five Hundred Officers, Seamen and Boys (386 No.), to be employed in Her Majesty's Coast Guard Service <i>Afloat</i> - - - - -	3,500 138,210 - -	176,019 - -
		For Four Thousand Officers and Men to be employed in Her Majesty's Coast Guard Service <i>on Shore</i> - - - - -	4,000 173,739 - -	199,047 - -
57,000	53,000	(Also <i>Civilians</i> , provided for at page 14) - - - - -	7,500 950	
		TOTAL for COAST GUARD SERVICE - - - - -	8,450	
		£.	2,192,064 - -	2,261,501 - -
		To provide for Miscellaneous Pay and Allowances; viz.—		
		<i>Established</i> Additional Pay and Allowances to Officers and Seamen to be employed in Her Majesty's Fleet and Coast Guard Service, including Table Money to Flag Officers, and Command Money allowed to Captains, Commanders, and Lieutenants when in command of Her Majesty's Ships - - - - -	£. 102,446	
		<i>Special</i> Pay and Allowances to Officers and other Persons to be employed on particular Services - - - - -	19,400	
		(For details, see APPENDIX, page 96.)	121,846 - -	112,009 - -
		To provide for Good Conduct Pay to Petty Officers and Seamen, after certain periods of Service; and for Gratuities to Petty Officers and Seamen, Non-commissioned Officers and Privates of Royal Marines, for distinguished Gallantry in Action; also, for Gratuities in Aid of an Outfit to Petty Officers, who may be promoted to be Warrant Officers - - - - -	38,800 - -	33,250 - -
		To provide for raising Men for the Fleet - - - - -	200 - -	2,000 - - (Including 1,000 l. Bounty).
		TOTAL WAGES, &c., TO SEAMEN in FLEET and COAST GUARD SERVICE - - - - -	£. 2,352,910 - -	2,408,760 - -

No. 1.—WAGES, &c., to SEAMEN and MARINES—*continued.*

Number Voted last Year.	Number for 1864/65.		REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
WAGES, &c., TO MARINES.				
SERVICE AFLOAT AND ON SHORE.				
107	107	To defray the Charge of Wages which shall come in course of payment in the year ending on the 31st March 1865, for One Hundred and Seven Staff Officers, &c., of Royal Marines -	£. s. d. 23,975 - -	£. s. d. 24,111 -
420	424	For Four Hundred and Twenty-four Commissioned Officers of Royal Marines - - - - -	63,270 - -	62,717 - -
17,473	17,469	For Seventeen Thousand Four Hundred and Sixty-nine Non-commissioned Officers and Privates of Royal Marines -	362,774 - -	362,913 - -
18,000	18,000*	viz. { 8,000 for Service <i>Afloat</i> . 10,000 - - - <i>on Shore</i> . £.	450,019 - -	449,741 - -
(For basis of the foregoing Estimate, see APPENDIX, page 102.)				
To provide for Good Conduct Pay to Non-commissioned Officers and Privates of Royal Marines - - - - -			15,448 - -	14,733 - -
To provide for Prizes for Good Shooting - - - - -			1,346 - -	1,087 - -
To provide for Beer Money allowed to Marines on Shore (15,000 <i>l.</i>), and excess Cost of Bread and Meat beyond the $4\frac{1}{2}$ <i>d.</i> a-day charged as the fixed Cost of the compound Ration (10,000 <i>l.</i>) - - - - -			25,000 - -	22,000 - -
To provide for Recruiting Expenses, including Bounty, Free Kit, &c. - - -			8,424 - -	11,130 - -
To provide for Contingencies of the Marine Service, including Field Allowances to Marines in Japan - - - - -			21,500 - -	14,500 - -
(For Details of past Expenditure, see APPENDIX, page 104.)				
TOTAL WAGES, &c., TO MARINES - - - £.			521,737 - -	513,191 - -

Number Voted last Year.	Number for 1864/65.			
RECAPITULATION OF THE FOREGOING ESTIMATE:				
57,000	53,000	TOTAL WAGES, &c., TO SEAMEN IN FLEET, AND COAST GUARD SERVICE - - - - -	2,352,910 - -	2,408,760 - -
18,000	18,000	TOTAL WAGES, &c., TO MARINES - - - - -	521,737 - -	513,191 - -
75,000	71,000	TOTAL - - - £.	2,874,647 - -	2,921,951 - -
1,000	950	Add, Civilians for Coast Guard Service, see page 14.		
76,000	71,950	TOTAL Force in the Fleet and Coast Guard Service.		

ABSTRACT of the foregoing Items of Estimate, classified in accordance with the detailed heads of Expenditure in the Admiralty Departmental Ledger, agreeably with the suggestion contained in the Third Report from the Committee of Public Accounts of 1862, and to meet the requirements of the Treasury Minute of the 27th January 1863—(Parliamentary Papers, No. 467, 29 July 1862, p. v, and No. 52, 1863):—

Wages to Seamen and Marines Afloat, viz. :—

Seamen Afloat - - - - -	£. 2,352,710	£. s. d.
Marines Afloat - - - - -	199,084	
		2,551,794 - -
Expense of raising Men for the Fleet - - - - -		200 - -
Subsistence of Commissioned and Staff Officers of Marines on Shore (including Salaries of the Staff) - - - - -		57,663 - -
Subsistence of Non-commissioned Officers and Privates of Marines on Shore -		233,720 - -
Prizes for Good Shooting to Marines - - - - -		1,346 - -
Recruiting Expenses, Royal Marines - - - - -		8,424 - -
Contingencies, Marine Service - - - - -		21,500 - -
TOTAL - - - £.		2,874,647 - -

— No. 2. —

VICTUALS AND CLOTHING FOR SEAMEN AND MARINES.

		REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
PROVISIONS, &c.		£. s. d.	£. s. d.
53,500	For the Purchase of Provisions and Victualling Stores and other Charges for Fifty-three Thousand Five Hundred Men and Boys, including Eight Thousand Royal Marines, and Two Thousand Five Hundred Boys in Training Ships, to be employed in Her Majesty's Fleet, and for Three Thousand Five Hundred Men and Boys for Her Majesty's Coast Guard Service Afloat, for One Year, ending the 31st March 1865;		
3,500	also,— For the Purchase of Provisions and Victualling Stores and other Charges for the undermentioned Services, during the same period; viz.		
4,000	For Four Thousand Men to be employed in Her Majesty's Coast Guard Service, and borne on the Books of District Ships for Service on Shore - - - -		
7,500	For Seven Thousand Five Hundred Royal Naval Coast Volunteers when on Drill Afloat - - - - -		
16,000	For Sixteen Thousand Seamen of the Royal Naval Reserve when on Drill Afloat - - - - -		
663	For Six Hundred and Sixty-three Men and Boys, to be employed on board Steam Tugs, Hoys, &c., for Yard Service Afloat; viz.		
		1864/65.	1863/64.
For Provisions :		£.	£.
For the Fleet - - - - -		633,823	718,986
For Coast Guard Service Afloat - - - - -		43,184	57,775
For Royal Naval Coast Volunteers Afloat - - - - -		10,413	11,443
For Yard Service Afloat - - - - -		3,189	3,257
		690,609 - -	791,461 - -
For Savings (Payment for Provisions not taken up) :			
For the Fleet - - - - -		141,026	159,349
For Coast Guard Service Afloat - - - - -		9,608	12,804
For Yard Service Afloat - - - - -		701	597
		151,335 - -	172,750 - -
For Money Allowances in lieu of Provisions to Officers and Men borne on Ships' Books but not Victualled :			
For the Fleet - - - - -		24,000	21,000
For Coast Guard Service on Shore - - - - -		97,333	109,800
For Royal Naval Reserve - - - - -		29,867	29,867
For Yard Service Afloat - - - - -		8,217	8,520
		159,417 - -	169,187 - -
For Lights and Culinary Fuel for Service Afloat, for - - - -		{Fleet - £. 51,128} {Yard Service 363}	51,491 - -
For Money Allowance in lieu of Lights to Officers Afloat, for - - - -		{Fleet - £. 18,698} {Yard Service 26}	18,724 - -
For Mess Traps - - - - - £. 14,800		} in lieu of Rations to Officers	{Not provided for as a separate charge.
For Money Allowance - - - - - £. 25,000			
For the Purchase of Victualling Stores; viz. :			
Coals for Victualling Yards, Casks, Packages, and Small Stores - - - -		49,250 - -	65,150 - -
For Freight, Lighterage, and other Charges on Provisions and Victualling Stores - -		21,250 - -	20,000 - -
TOTAL PROVISIONS, &c. - - - -		£. 1,181,876 - -	1,295,409 - -

No. 2.—VICTUALS and CLOTHING for SEAMEN and MARINES—*continued.*

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
CLOTHING, &c.	£. s. d.	£. s. d.
To provide for Seamen's Clothing, Soap, and Tobacco, for the Year 1864-65 - £.155,075		
<i>Note.—As the Estimated Amount of Charges against the Wages of Seamen, &c. on account of Issues of the above-mentioned Articles will meet this Sum, it is unnecessary to take any Vote this Year for such Articles.</i>		
£.		
To provide for Gratuitous Issues of Clothing, &c., to Seamen, Boys, and Marines for Coaling Her Majesty's Steam Vessels - - - - - 15,765		
To provide for Gratuitous Issues of Bedding to Seamen, Boys, and Marines - - 11,376		
To provide for Gratuitous Issue of Half Boots to Marines serving Afloat - - 2,506		
To provide for a Commuted Allowance in lieu of Gratuitous Issues of Clothing to Seamen and Boys - - - - - 7,000		
To provide for the Cost of Caps issued Gratuitously to Seamen of the Royal Naval Reserve - - - - - 225		
To provide for the Gratuitous Issue of Clothing to Royal Naval Coast Volunteers when Afloat - - - - - 1,505		
	38,377 - -	44,507 - -
For Clothing and Appointments of Royal Marines - - - - - 44,350		
For making up and altering Clothing - - - - - 6,040		
For Gratuitous Issue of Half Boots and Blue Serge Tunics (the former to Marines Ashore only, and the latter to Marines Ashore and Afloat) - - - - 6,501		
	56,891 - -	47,300 - -
To provide for Marine Necessaries (not Clothing), for the Year 1864-65 ; viz. :		
Estimated Sum to be required for Purchase of Marine Necessaries - - - 23,024		
Deduct,—Estimated Amount of Charges against Wages of Marines on account of Issues - - - - - 11,265		
	11,759 - -	15,770 - -
To provide for Barrack Stores - - - - -	15,216 - -	14,000 - -
TOTAL CLOTHING, &c. - - - £.	122,243 - -	121,577 - -
A B S T R A C T:		
TOTAL PROVISIONS, &c., for the FLEET, COAST GUARD SERVICE, &c. - - - - -	1,181,876 - -	1,295,409 - -
TOTAL CLOTHING, &c., for the FLEET, COAST GUARD SERVICE, &c. - - - - -	122,243 - -	121,577 - -
TOTAL - - - £.	1,304,119 - -	1,416,986 - -

Note.—The form of this Vote under the first Division of Provisions, &c., has been altered, in order to facilitate a comparison between the Estimate and the Expenditure under the heads in the Departmental Ledger, in accordance with the suggestion contained in the Third Report from the Committee on Public Accounts of 1862, and to meet the requirements of the Treasury Minute of the 27th January 1863 (Parliamentary Papers, No. 467, 29th July 1862, p. v, and No. 52, 1863).

The Appendix (No. 4, p. 105) contains a statement of the sums required for 1864-65, as compared with 1863-64, for Provisions, &c., under similar Items of Charge, as shown in the Estimates for 1863-64.

— No. 3. —

ADMIRALTY OFFICE.

		REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
		£. s. d.	£. s. d.
SALARIES of the LORDS COMMISSIONERS for executing the Office of Lord High Admiral of Great Britain and Ireland; viz.:			
First Lord - - - - -	£. 4,500 - -		
Four Lords, at £. 1,000 each *	4,000 - -		
One Lord, at £. 1,200 - -	1,200 - -		
First Secretary (without Half Pay) - - - - -	9,700 - -	9,700 - -	
Second Secretary - - - - -	2,000 - -	2,000 - -	
Private Secretary to the First Lord* - - - - -	1,500 - -	1,500 - -	
	300 - -	300 - -	
PRINCIPAL OFFICERS OF THE NAVY:			
Controller of the Navy* - - - - -	1,300 - -	1,300 - -	
Accountant-General of the Navy - - - - -	1,300 - -	1,300 - -	
Storekeeper-General of the Navy - - - - -	1,300 - -	1,300 - -	
Comptroller of Victualling - - - - -	1,300 - -	1,300 - -	
Director-General of the Medical Department of the Navy - - - - -	1,300 - -	1,300 - -	
Note.—The salaries of the Principal Officers include an allowance of £. 300 in lieu of a house, which will be repaid whenever an officer is in occupation of an Admiralty residence.			
DEPARTMENT OF THE SECRETARY:			
CLERKS on the Establishment, at Salaries varying according to Rank and Length of Service; viz.			
	NUMBER.		
	1864/65.	1863/64.	
Chief Clerk - - - - -	1	1	at - - - - -
1st Class - - - - -	11	11	from £. 600 to £. 850 per annum -
2d Class - - - - -	13	13	„ 350 to 550 „ -
3d ditto { 1st Section - - - - -	12	12	„ 250 to 350 „ -
2d ditto - - - - -	11	11	„ 100 to 250 „ -
	48	48	
Salaries - - - £.	21,482	20,892	
Two Digest Writers, from £. 200 to £. 350 per annum - - - - -	423 11 -	400 - -	
Two Index Writers, from £. 100 to £. 250 per annum - - - - -	223 11 -	200 - -	
Librarian, from £. 150 to £. 250 per annum - - - - -	170 - -	160 - -	
French and Spanish Translator - - - - -	100 - -	100 - -	
Temporary employment of Clerks and Writers - - - - -	1,259 8 9	1,305 10 -	
DEPARTMENTS OF THE FIVE PRINCIPAL OFFICERS:			
DEPARTMENT OF THE CONTROLLER OF THE NAVY:			
CLERKS on the Establishment, at Salaries varying according to Rank and Length of Service; viz.			
	NUMBER.		
	1864/65.	1863/64.	
1st Class { 1st Section - - - - -	2	2	from £. 670 to £. 800 per annum -
2d ditto - - - - -	1	1	„ 520 to 650 „ -
2d ditto - - - - -	7	7	„ 315 to 500 „ -
3d ditto - - - - -	14	14	„ 90 to 300 „ -
	24	24	
Salaries - - - £.	6,612	6,344	
Temporary employment of Clerks - - - - -	365 - -	366 - -	
Chief Constructor of the Navy - - - - -	900 - -	900 - -	
Two Constructors, at £. 800 each - - - - -	1,600 - -	1,600 - -	
Inspecting Officer - - - - -	£. 550 - -		
Allowance for House Rent - - - - -	100 - -		
	650 - -	650 - -	
Seven Draughtsmen { Chief, from £. 520 to £. 650 per annum - - - - -	£. 584 8 10		
to the Controller { 2, 2d Class, from £. 315 to £. 500 per annum - - - - -	768 19 11	2,258 3 1	2,168 3 1
of the Navy { 4, 3d ditto „ 180 to 300 „ - - - - -	904 14 4		
Two Modellers, at 8 s. 6 d. a day each - - - - -	266 1 -	266 1 -	
Engineer in Chief of the Navy - - - - -	900 - -	900 - -	
Assistant to ditto - - - - -	500 - -	500 - -	
Inspector of Machinery Afloat (in addition to Sea Pay) - - - - -	200 - -	200 - -	
Draughtsmen { 1, 2d Class, from £. 315 to £. 500 per annum - - - - -	£. 366 10 5		
{ 1, 3d ditto, from 180 to 300 „ - - - - -	214 6 11	580 17 4	555 17 4
Writer and Calculator, from £. 315 to £. 500 per annum - - - - -	400 - -	385 - -	
(TOTAL for Controller of the Navy's Department, £. 15,232. 1. 5.)			
Carried forward - - - £.		58,890 12 2	57,892 11 5

No. 3.—ADMIRALTY OFFICE—*continued.*

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
	£. s. d.	£. s. d.
Brought forward - - - £.	141,684 3 9	138,227 12 11
MESSENGERS, &c.		
IN THE DEPARTMENT OF THE SECRETARY :		
Head Messenger, Whitehall - - - - -	200 - -	200 - -
1st Class Messengers, 6 No. { 1 Hall Porter - - - - - £. 150 } { 4 for Board Room { 2 at 150 l. per annum - - - - - 300 } { 2 at 120 l. " - - - - - 240 } { 1 for First Lord's Office - - - - - 120 }	810 - -	810 - -
2d Class Messengers, 7 No., from 90 l. to 100 l. per annum - - - - -	665 - -	659 3 2
3d Class Messengers, 7 No., from 75 l. to 85 l. " - - - - -	535 - -	539 7 9
Housekeeper, Whitehall - - - - - £. 100 }	230 - -	230 - -
Ditto - to cover the Wages of Female Servants - - - - - 130 }		
For Wages and Allowances of Messengers and others on Day Pay; viz.		
2 Extra Messengers, 3 Labourers, 1 Watchman, Gardener, and Messengers' Allowances - - -	643 - -	598 - -
IN THE DEPARTMENTS OF THE PRINCIPAL OFFICERS, &c. :		
Head Messenger, Somerset House - - - - -	150 - -	150 - -
1st Class Messengers, 6 No., at 100 l. each - - - - -	600 - -	600 - -
2d Class Messengers, 14 No., from 85 l. to 90 l. per annum - - - - -	1,225 11 10	1,297 10 -
3d Class Messengers, 28 No., from 70 l. to 80 l. per annum - - - - -	2,051 15 4	2,002 10 -
Deptford and Woolwich Messenger - - - - -	80 - -	80 - -
For the Wages and Allowances of 16 Messengers and others on Day Pay, viz. :		
6 Messengers, 2 Assistant Messengers, and 3 Boy Messengers, 3 Labourers, and 2 Temporary Labourers - - - - -	931 16 3	1,104 17 1
Allowances to Messengers, &c., for the Charge of Repositories, cleaning Rooms, &c. - - -	532 18 2	557 4 5
(Note.—For Statement, showing the appropriation of the Messengers, &c., in the Department of the Principal Officers, &c. See APPENDIX, p. 106.)		
Clothing for Porter and Assistant Porter - - - - -	22 - -	22 - -
For Attendance of Police Officers, and extra Allowances to Messengers, for Watching at Night and Attendance on Sundays - - - - - }	229 - -	229 - -
Housekeeper, Somerset House - - - - -	100 - -	100 - -
Housekeeper's Servants - - - - -	601 8 -	601 8 -
Rents, Parochial Rates and Taxes - - - - -	2,600 - -	2,600 - -
Fuel and Lighting, Carriage of Ships' Books, Accounts, Vouchers, Parcels, Postage and Travelling } Charges on the Public Service - - - - - }	5,000 - -	5,000 - -
Miscellaneous Office Expenses and other Contingencies - - - - -	2,000 - -	2,000 - -
LEGAL DEPARTMENT :		
Advocate-General of the Office of Lord High Admiral (in addition to Fees) - - - - -	13 6 8	13 6 8
Counsel and Judge-Advocate for the Affairs of the Admiralty and Navy (in addition to Fees) - -	100 - -	100 - -
Solicitor for the Admiralty - - - - -	1,600 - -	1,600 - -
For ditto—for an Office, and assistance of Clerks - - - - -	1,000 - -	1,000 - -
For Fees to Counsel, and personal Charges of Law Agents employed by the Solicitor on Admiralty } Business - - - - - }	5,000 - -	5,000 - -
TOTAL - - - £.	168,605 - -	165,322 - -

ABSTRACT of the foregoing Items of Estimate, classified in accordance with the detailed Heads of Expenditure in the Admiralty Departmental Ledger, agreeably with the suggestion contained in the Third Report from the Committee of Public Accounts of 1862, and to meet the requirements of the Treasury Minute of the 27th January 1863 (Parliamentary Papers, No. 467, 29 July 1862, p. v, and No. 52, 1863):—

	£.	s.	d.
Salaries—Admiralty Office	150,348	16	7
Wages - - ditto	3,356	3	5
Rents, Taxes, and Contingencies - ditto	9,900	-	-
Law Charges	5,000	-	-
TOTAL - - £.	168,605	-	-

— No. 4. —

COAST GUARD SERVICE,

(Under Act 19 & 20 Vict. cap. 83);

ROYAL NAVAL COAST VOLUNTEERS,

(Under Act 16 & 17 Vict. cap. 73);

AND

ROYAL NAVAL RESERVE,

(Under Acts 22 & 23 Vict. cap. 40, and 24 & 25 Vict. c. 129.)

COAST GUARD SERVICE:				REQUIRED for the Service of the Year 1864/65.		LAST VOTE for the Financial Year 1863/64.	
DEPARTMENT OF THE CONTROLLER-GENERAL:				£.	s. d.	£.	s. d.
Controller-general - - - -	}	Borne on the books of Her Majesty's ship, "Pembroke," and paid sea pay and allowances, under Vote No. 1.		—		—	
Deputy Controller-General - -							
(Additional Captain.)							
Clerks on the Establishment, at Salaries varying according to Rank and Length of Service, viz.:							
	NUMBER.						
	1864/65.	1863/64.					
1st Class, 2d Section - - - -	1	1	from £.520 to £.650 per annum - -	640	- -	620	- -
2d Class - - - - -	3	3	" 315 to 500 " - -	1,215	- -	1,170	- -
3d Class - - - - -	11	11	" 90 to 300 " - -	1,985	- -	1,825	- -
	15	15					
Salaries - - - £.	3,790	3,615					
Temporary employment of Clerks, including a Paymaster, R.N., for Naval Duties - - - -				232	10 -	233	- -
Superintendent of Cruisers Building and Repairing - - - - -				300	- -	300	- -
Surveyor of Coast Guard Buildings, from £.350 to £.400 per annum - - - - -				380	- -	365	- -
Lithographic Printer. (Successor to receive a Salary of £.80 per annum) - - - - -				100	- -	100	- -
Messengers - - - - -	{ One, 2d Class, from £.85 to £.90 per annum - - - - - £.86 5 - Two, 3d Class, from £.70 to £.80 per annum - - - - - 151 5 - }			237	10 -	235	- -
Allowance to Messenger for cleaning Rooms and carrying Coals - - - - -				59	2 -	59	2 -
Travelling Charges and Subsistence Allowances - - - - -				700	- -	500	- -
Rent of Office - - - - -				105	19 -	105	19 -
Rates and Taxes - - - - -				61	- -	61	- -
Fuel and Lighting, and other small Contingent Expenses - - - - -				150	19 -	150	19 -
			£.	6,117	- -	5,725	- -
CIVIL OFFICERS AND ESTABLISHMENTS ON SHORE:							
Pay and Allowances of the undermentioned Officers and Men to be employed in Her Majesty's Coast Guard Service, on Shore, and not borne on Ships' Books, viz.:							
14 Persons serving as Inspecting Officers of Divisions - - - - -	{ One at - - - - - £.228 2 6 One at - - - - - 200 15 - Eight at £.146 - - per annum - 1,168 - - Four at 100 7 6 " - - - - - 401 10 - }			1,998	7 6	1,903	4 -
55 Persons, including Marine Officers, serving as Officers in command of Stations - - - - -	{ at various rates of Pay, from 100 l. 7 s. 6 d. to 219 l. per annum - - - - - }			7,765	7 6	7,921	- 6
848 Chief Boatmen, Commissioned and other Boatmen, at various rates of Pay, from 54 l. 15 s. to 75 l. per annum - - - - -	{ }			47,824	- -	50,398	4 9
22 Mounted Guard:	{ }						
8 Serjeants at £.91 5 - per annum - - - - -	{ £.730 - - }						
2 Corporals at 82 2 6 " - - - - -	{ 164 5 - }			1,770	5 -	2,013	- -
12 Privates at 73 - - - - -	{ 876 - - }						
11 Non-Commissioned Officers of Marines employed as Clerks on Shore at 4 s. a day, or 24 s. a week each, in addition to their pensions - - - - -	{ }			686	8 -	686	8 -
950							
Rents and Allowances for Buildings and Lodgings (Stations, Officers' Houses, and Boatmen's Cottages) - - - - -	{ }			33,462	1 3	33,397	12 6
Rates, Taxes, and Insurances - - - - -	{ }			1,300	- -	1,300	- -
Allowances to Inspecting Officers of Divisions on Visiting Duty - - - - -	{ }			8,090	- -	8,090	- -
Ordinary and Special Travelling Charges - - - - -	{ }			2,770	- -	2,770	- -
Carried forward - - - - -	{ }		£.	105,666	9 3	108,479	9 9

No. 4.—COAST GUARD SERVICE, ROYAL NAVAL COAST VOLUNTEERS, AND ROYAL NAVAL RESERVE—*continued.*

COAST GUARD SERVICE— <i>continued.</i>	REQUIRED for the Service of the Year 1864/65.		LAST VOTE for the Financial Year 1863/64.	
	£.	s. d.	£.	s. d.
CIVIL OFFICERS AND ESTABLISHMENTS ON SHORE— <i>continued.</i>				
Brought forward - - £.	105,666	9 3	108,479	9 9
Allowances to Inspecting Officers of Divisions for the Keep of Horses, and Forage Allowances to the Mounted Guard - - - - - }	7,000	- -	7,000	- -
Allowances to Clergymen and Roman Catholic Priests for Spiritual Instruction of the Coast Guard Men and their Families - - - - - }	191	- -	165	- -
Stationery Allowances (including for Coast Guard Tenders) - - - - -	1,300	- -	1,300	- -
Postage, Fuel, and Lighting, and other Contingent Expenses (including for Coast Guard Tenders and Royal Naval Coast Volunteers) - - - - - }	8,908	10 9	8,908	10 3
£.	123,066	- -	125,853	- -
DRILL OF THE COAST GUARD AND ROYAL NAVAL RESERVE:				
For Drilling the Men belonging to the Coast Guard, &c. for the use of the Great Gun - - -	1,000	- -	1,000	- -
For the Erection and Repair of Batteries for Drilling the Men of the Royal Naval Reserve - -	1,500	- -	1,500	- -
£.	2,500	- -	2,500	- -
TOTAL for the Coast Guard Service - - - £.	131,683	- -	134,078	- -

NOTE.—In addition to the Amount provided in the foregoing Vote for the Coast Guard Service, amounting to - - - - -

£. s. d. £. s. d.
131,683 - -

The following Sums are likewise included in the undermentioned Votes of the Navy Estimates for Expenses on account of that Service, viz. :—

	Under Vote.	£.	s. d.	£.	s. d.
For Sea-pay to Officers and Crews borne on the Books of Her Majesty's Ships and Vessels to be employed in the Coast Guard Service - - - - -	No. 1.	338,497	- -		
For Victuals, &c. for ditto - - - - -	No. 2.	153,914	- -		
For Supplies and Purchases of Naval Stores - - - - -	No. 10.	12,000	- -		
For Building and Repairing Coast Guard Tenders - - - - -	No. 10.	16,500	- -		
For New Works and Repairs of Buildings, &c. - - - - -	No. 11.	30,000	- -		
For Medical Attendance, Medicines, &c. - - - - -	No. 12.	11,400	- -		
For Civil Pensions of Coast Guard Officers and Men - - - - -	No. 16.	27,703	- -		
				590,014	- -
TOTAL CHARGE for the COAST GUARD SERVICE - - - £.				721,697	- -

In addition to the foregoing expense, 19 Vessels have been lent for the Coast Guard Service since its transfer to the Admiralty, the estimated value of which is - - - - - £. 22,478

TOTAL Number of MEN to be Employed in Her Majesty's COAST GUARD SERVICE, viz. :—	Number.
Number to be borne on Ships' Books and employed <i>afloat</i> (provided for under Vote No. 1.) - - -	3,500
Ditto, but to be employed <i>on shore</i> (under Vote No. 1.) - - - - -	4,000
Ditto, not borne on Ships' Books, to be employed <i>on shore</i> (provided for under Vote No. 4.) - - -	950
TOTAL - - -	8,450

No. 4.—COAST GUARD SERVICE, ROYAL NAVAL COAST VOLUNTEERS, AND ROYAL NAVAL RESERVE—*continued.*

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
ROYAL NAVAL COAST VOLUNTEERS :		
For Bounty Money to Volunteers, Conduct Money, Expenses of Billeting, and Wages when afloat -	£. s. d. 27,000 - -	£. s. d. 28,000 - -
<i>NOTE</i> —A sum of 11,918 l. is taken under Vote, No. 2, for the Victualling and Clothing of the Royal Naval Coast Volunteers when on drill <i>afloat</i> (provision being made for 7,500 in number).		
ROYAL NAVAL RESERVE :		
For Subsistence Allowances for Officers of the Royal Naval Reserve whilst under drill (under Act 24 & 25 Vict. c. 129) ; viz :		
130 Lieutenants, at 10 s. a day, each - - - - -	2,702 - -	2,184 - -
90 Sub-Lieutenants, out of the 270 allowed, at 7 s. a day, each - - - - -		
For Annual Retainer to 16,000 Seamen of the Royal Naval Reserve, at 6 l. per man - - - - -	£. s. d. 96,000 - -	
For Drill Pay at 1 s. 4 d. a day, and Lodging Allowance at 4 d. a day, for 16,000 men - - - - -	37,333 - -	
	133,333 - -	133,333 - -
For Medical Fees for Examination of Men, Targets, Repair of Arms, Stationery, Travelling Expenses of Officers Enrolling Men, and of Men to and from Drill, and Miscellaneous Expenses - - - - -	2,000 - -	1,100 - -
For Fees to Deputy Registrars of the Royal Naval Reserve for enrolling Men, &c., and for Clerks, Messengers, &c. - - - - -	4,000 - -	1,000 - -
£.	142,035 - -	137,617 - -
<i>NOTE</i> —In addition to the Amount provided in the foregoing Vote for the Royal Naval Reserve, amounting to - - - - -	£. s. d. - - - -	£. s. d. 142,035 - -
The following Sums are likewise included in the undermentioned Votes of the Navy Estimates for Expenses on account thereof, viz :—		
	Under Vote.	
For Sea-pay to Officers and Crews of Her Majesty's Ships "Active," "Castor," "Brilliant," "Trincomalee," "Dædalus," "Eagle," "President," and "Winchester," used as Drill Ships for the Royal Naval Reserve - - - - -	No. 1. 21,308 - -	
For Victuals, &c. for ditto - - - - -	No. 2. 8,404 - -	
For ditto for the Royal Naval Reserve when on Drill <i>afloat</i> - - - - -	No. 2. 30,092 - -	
For Supplies of Naval Stores for the above Ships - - - - -	No. 10. 800 - -	
For Repairs to ditto - - - - -	No. 10. 1,600 - -	
For Medical Attendance, Medicines, &c. - - - - -	No. 12. 200 - -	
		62,404 - -
TOTAL CHARGE for the ROYAL NAVAL RESERVE - - - - -	£.	204,439 - -

A B S T R A C T.

	£. s. d.	£. s. d.
COAST GUARD SERVICE - - - - -	131,683 - -	134,078 - -
ROYAL NAVAL COAST VOLUNTEERS - - - - -	27,000 - -	28,000 - -
ROYAL NAVAL RESERVE - - - - -	142,035 - -	137,617 - -
TOTAL - - - £.	300,718 - -	299,695 - -

ABSTRACT of the foregoing Items of Estimate classified in accordance with the detailed heads of Expenditure in the Admiralty Departmental Ledger, agreeably with the suggestion contained in the Third Report from the Committee of Public Accounts of 1862, and to meet the requirements of the Treasury Minute of the 27th January 1863 (Parliamentary Papers, No. 467, 29th July 1862, p. v, and No. 52, 1863), viz :

	£. s. d.
Salaries, Coast Guard Office - - - - -	5,040 - -
Wages and Allowances, ditto - - - - -	59 2 -
Rents, Taxes, and Contingencies, ditto - - - - -	1,017 18 -
Pay of Officers and Men, Coast Guard Establishments on Shore - - - - -	60,044 8 -
Rents, Rates and Taxes, ditto - - - - -	34,762 1 3
Contingencies, ditto - - - - -	28,259 10 9
Drill of the Coast Guard and Royal Naval Reserve - - - - -	2,500 - -
Royal Naval Coast Volunteers - - - - -	27,000 - -
Royal Naval Reserve - - - - -	142,035 - -
TOTAL - - - £.	300,718 - -

—No. 5.—

SCIENTIFIC BRANCH.

					REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
					£. s. d.	£. s. d.
ROYAL OBSERVATORY:						
Astronomer Royal	-	-	-	-	1,000	1,000
First Assistant to ditto	-	-	-	-	400	350
Second ditto - ditto	-	-	-	-	300	300
Third ditto - ditto	-	-	-	-	200	200
Fourth ditto - ditto	-	-	-	-	150	150
Fifth ditto - ditto	-	-	-	-	100	100
Sixth ditto - ditto	-	-	-	-	120	120
Seventh ditto - ditto	-	-	-	-	120	120
Labourer	-	-	-	-	47	47
Expenses of Board of Visitors	-	-	-	-	70	70
Allowances to Assistants in lieu of Houses	-	-	-	-	260	260
Taxes, Rates, Fuel, Repairs, and other contingent Expenses	-	-	-	-	1,000	1,000
Extraordinary Expenses:	Galvanic Contingencies	-	-	-	100	100
	Repairs of Buildings, &c.	-	-	-	145	62
	Subterranean Apartment for Magnetic Instruments	-	-	-	240	—
	Self-Registering Barrel for Record of Earth's Currents	-	-	-	50	—
	Printing Catalogue of Library	-	-	-	30	—
	For determining the Longitude of New Milford in connexion with the operations for measuring the Great European Arc of Parallel from Valentia in Ireland to Orsk on the Oural	-	-	-	60	—
	Salaries	-	-	-	2,437 l.	—
Contingencies					1,955 l.	—
					£. 4,392	£. 3,879
OBSERVATORY AT THE CAPE OF GOOD HOPE:						
Astronomer	-	-	-	-	600	600
First Assistant to ditto	-	-	-	-	400	400
Second Assistant to ditto	-	-	-	-	250	250
Labourer	-	-	-	-	80	80
For recording Tide Gauge	-	-	-	-	—	10
For Expenses of Three Clerks copying and computing the Meridian Work, &c.	-	-	-	-	157	157
For Incidental Expenses	-	-	-	-	50	50
For attending to Simon's Bay Time Ball for Her Majesty's Ships	-	-	-	-	37	37
For Telegraph Wires between Observatory and the Simon's Bay Time Ball	-	-	-	-	40	—
For printing Astronomical Observations	-	-	-	-	100	100
					£. 1,714	£. 1,684

No. 5.—SCIENTIFIC BRANCH—*continued.*

		REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
		£. s. d.	£. s. d.
NAUTICAL ALMANACK:			
Salary of the Superintendent - - - - -		500 - -	500 - -
Computers	Chief Assistant, from £. 250 to £. 300 } per annum - - - - -	271 5	
	3 First Class, from £. 160 to £. 200 } per annum each - - - - -	563 15	
	3 Second Class, from £. 110 to £. 150 } per annum each - - - - -	436 5	
	4 Third Class, from £. 50 to £. 100 } per annum each - - - - -	258 15	
		1,530 - -	1,492 10 -
Rent, &c., for the Office in Verulam Buildings - - -		100 - -	100 - -
For Sundries - - - - -		100 - -	100 10 -
£.		2,230 - -	2,193 - -
Number of Nautical Almanacks sold in the five years ended the 31st December 1863; viz.			
Year.		Number.	
1859 - - - - -		19,185	
1860 - - - - -		20,243	
1861 - - - - -		16,660	
1862 - - - - -		18,845	
1863 - - - - -		20,957	
CHRONOMETERS:			
For the Purchase, Repair, and other Expenses connected with Chronometers - - - - - £.		1,500 - -	1,500 - -
COMPASS DEPARTMENT:			
Superintendent of Compass Observatory - - - - -		182 - -	182 - -
Personal Pay to Office and Book-keeper - - - - -		104 - -	104 - -
Rent of Ground - - - - -		45 - -	45 - -
Contingent Expenses - - - - -		85 - -	98 - -
Repairs of Standard Compasses - - - - -		300 - -	300 - -
		716 - -	729 - -
REWARDS, EXPERIMENTS, &c.			
Rewards, Experiments, and other Expenses for Scientific Purposes - - - - -		1,000 - -	1,000 - -
(For Return of Expenditure of 1862-63, see App. p. 107).			
SCHOOL OF NAVAL ARCHITECTURE:			
For School of Naval Architecture, and Maintenance of Students in the same - - - - -		2,300 - -	-

No. 5.—SCIENTIFIC BRANCH—continued.

				REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
LIBRARIES AND MUSEUMS:				£. s. d.	£. s. d.
For an Outlay on Books and Specimens for the Libraries and Museums at Haslar and Plymouth Hospitals - - -				100 - -	100 - -
HYDROGRAPHICAL DEPARTMENT:					
Hydrographer * - - - - -				800 - -	800 - -
Chief Naval Assistant to the Hydrographer* - - -				400 - -	400 - -
5 Naval Assistants to ditto, at 250 <i>l.</i> each * - - -				1,250 - -	1,250 - -
Allowance of 2 <i>s.</i> a day to Two of the above, Staff Com- manders R. N., in addition to their Pay as Assistants -				73 - -	73 - -
Temporary Assistants preparing Sailing Directions -				365 - -	191 12 6
Superintendent of Charts - - - - -				400 - -	400 - -
5 Draughtsmen - { 1 First Class, from £. 130 £. s. to £. 400 per annum - 340 - 2 Second Class, from £. 210 £. s. to £. 300 per annum - 490 - 2 Third Class, from £. 150 £. s. to £. 200 per annum - 329 -				1,159 - -	1,164 - -
Messengers and Packers of Charts:					
1st Class, 1 in No. - - - - -				120 - -	120 - -
2d Class, 1 in No., from £. 85 to £. 90 a year - - -				85 - -	85 - -
3d Class, 2 in No., from £. 70 to £. 80 „ - - -				140 - -	140 - -
For Drawing, Engraving, Printing, and Mounting Charts				10,000 - -	10,000 - -
For Instruments, Repairs, Packing Cases, Books, and other Expenses - - - - -				2,000 - -	2,000 - -
Number of Charts and Books sold in the five years ended the 31st December 1863, and Proceeds of the same, viz.:					
Year.		Charts. No.	Books. No.	Amount Received and Paid over to Exchequer.	
				£. s. d.	
1859	- - -	68,270	6,018	4,057 1 -	
1860	- - -	62,661	4,885	4,582 3 3	
1861	- - -	53,009	3,177	4,345 2 9	
1862	- - -	74,247	1,242	4,277 1 2	
1863	- - -	77,716	1,618	5,014 18 3	
Carried forward - - - £.				16,792 - -	16,353 12 6

* In addition to Half-pay.

No. 5.—SCIENTIFIC BRANCH—*continued.*

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
HYDROGRAPHICAL DEPARTMENT— <i>continued.</i>		
	£. s. d.	£. s. d.
Brought forward - - - £.	16,792 - -	16,623 12 6
£. s. d.		
For the Hire of Vessels and Boats, for Lodging Money, and other Expenses re- lating to Coast and other Surveys - - 24,551 s. -	-	-
For extra Pay to Surveyors and their Assistants at Home - - - - 3,501 - -	-	-
For extra Pay to Surveyors and their Assistants in Ships on Survey on Foreign and Colonial Stations - - - - 8,963 - -		
	* 37,015 - -	40,839 7 6
Salaries and Wages - - - £. 4,792 - -	- £. 53,807 - -	57,463 - -
Drawing, Engraving, &c., Charts 10,000 - -		
Contingencies - - - 2,000 - -		
Coast and other Surveys - - 37,015 - -		
A moiety of the charges for the Australian Surveys of Victoria, Adelaide, Queensland, and Sydney, is defrayed by these several Colonies; the remaining moiety is provided for under this vote.		
<i>Note.</i> —In addition to the Amount provided, as above,* for the Hydrographical Department as the Estimated Expense of Surveys, amounting to - - -		
		37,015 - -
The following Sums are likewise included in the undermentioned Votes of the Navy Estimates for Expenses of the Surveying Service; viz. :—		
For Sea Pay to the Officers and Crews of Her Majesty's Ships and Vessels employed in the Surveying Service; also the Pay of those employed in hired Vessels and Boats, but borne on the Books of Her Majesty's Ships - - - -	Under Vote. — No. 1	£. s. d. 29,956 17 1
For Victuals, &c., for ditto - - -	No. 2	8,283 - -
For Stores, Machinery and Coals supplied to Surveying Ships and Vessels, and also Wear and Tear - - - -	No. 8 & No. 10	15,120 - -
For Medicines, &c., supplied to ditto - -	No. 12	
For Pilotage of ditto - - - -	No. 13	55 - -
		53,546 17 1
TOTAL Charge for the Surveying Service - - - £.		90,561 17 1

(N.B.—For Note respecting Surveys in Progress, see APPENDIX, p. 107.)

No. 5.—SCIENTIFIC BRANCH—*continued.*

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
ESTABLISHMENT FOR SCIENTIFIC EDUCATION AT THE ROYAL NAVAL COLLEGE AT PORTSMOUTH, &c.		
Superintendent (in addition to his Full Pay and Allowances as Captain (1st Class) of Her Majesty's Ship "Excellent")	£. s. d. 33 10 —	£. s. d. 124 15 —
Professor (increase of Salary of 100 <i>l.</i> not to be continued to his successor) - - - - -	600 — —	600 — —
Mathematical Master (increase of Salary of 100 <i>l.</i> not to be continued to his successor) - - - - -	400 — —	400 — —
Instructor of Fortification and Military and Mechanical Drawing - - - - -	200 — —	200 — —
Teacher of the Sword Exercise - - - - -	175 — —	175 — —
Chemist - - - - -	350 — —	350 — —
Allowance to ditto for lecturing on Chemistry, &c., to Naval Engineers - - - - -	25 — —	25 — —
French Instructor for the Royal Marine Cadets on board Her Majesty's Ship "Excellent" - - - - -	100 — —	100 — —
Clerk, from 170 <i>l.</i> to 200 <i>l.</i> per annum - - - - -	191 5 —	191 5 —
Allowance to ditto for taking charge of the Books and Furniture, &c., of the Establishment - - - - -	20 — —	20 — —
Assistant in the Observatory - - - - -	120 — —	120 — —
Matron - - - - -	70 — —	70 — —
Messenger and Porter - - - - -	60 — —	60 — —
Wages and Allowances for 5 Female Servants - - - - -	206 — —	206 — —
Rent of Cricket Field for the use of the Royal Marine Cadets and Officers of Her Majesty's Ships at Portsmouth - - - - -	- - -	30 — —
Rates and Taxes - - - - -	95 — —	90 — —
Allowance in lieu of Stationery to the Superintendent - - - - -	16 — —	16 — —
For the Formation of a Library for the Students - - - - -	30 — —	30 — —
Expenses for Lecturing on Chemistry and Steam - - - - -	105 — —	105 — —
For the Purchase of Models of Steam Machinery, &c., for the use of the Officers studying at the Royal Naval College - - - - -	20 — —	—
For Furniture, repairing Instruments, washing Linen, Postage, Printing, Coals, and other small Expenses - - - - -	700 5 —	500 — —
£.	3,517 — —	3,413 — —
(Gas, £. 75, provided for under Vote No. 11.)		

ABSTRACT OF THE SCIENTIFIC BRANCH.

	£. s. d.	£. s. d.
ROYAL OBSERVATORY - - - - -	4,392 — —	3,879 — —
OBSERVATORY AT THE CAPE OF GOOD HOPE - - - - -	1,714 — —	1,684 — —
NAUTICAL ALMANACK - - - - -	2,230 — —	2,193 — —
CHRONOMETERS - - - - -	1,500 — —	1,500 — —
COMPASS DEPARTMENT - - - - -	716 — —	729 — —
REWARDS, EXPERIMENTS, &c. - - - - -	1,000 — —	1,000 — —
SCHOOL OF NAVAL ARCHITECTURE - - - - -	2,300 — —	—
LIBRARIES AND MUSEUMS - - - - -	100 — —	100 — —
HYDROGRAPHICAL DEPARTMENT - - - - -	53,807 — —	57,463 — —
ESTABLISHMENT FOR SCIENTIFIC EDUCATION AT THE ROYAL NAVAL COLLEGE AT PORTSMOUTH - - - - -	3,517 — —	3,413 — —
TOTAL - - - - - £.	71,276 — —	71,961 — —

— No. 6. —

HER MAJESTY'S ESTABLISHMENTS AT HOME.

NAVAL YARDS.				REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863-64.																								
DEPTFORD:				£. s. d.	£. s. d.																								
Additional Salary to the Superintendent of the Victualling Yard, under whose control the Dockyard is placed - - - - -				100 - -	100 - -																								
Master Attendant and Harbour Master (<i>see</i> Victualling Yard) - - - - -				500 - -	500 - -																								
Master Shipwright - - - - -				600 - -	600 - -																								
Storekeeper - - - - -																													
Accountant of the Dock and Victualling Yards - - - - - £. 500																													
Additional to ditto, to make up his previous Salary as Storekeeper of the Victualling Yard 100				600 - -	600 - -																								
Store Receiver (to be reduced on a vacancy to £. 400 a year) - - - - -				450 - -	450 - -																								
Staff Surgeon - - - - -				450 - -	450 - -																								
Timber Inspector - - - - -				300 - -	300 - -																								
Boatswain - - - - -				150 - -	150 - -																								
CLERKS on the Establishment, at Salaries varying according to Rank and Length of Service; viz.																													
<table><tr><th colspan="2">NUMBER.</th><th colspan="2"></th></tr><tr><th colspan="2">1864/65. 1863/64.</th><th colspan="2"></th></tr><tr><td>1</td><td>2</td><td>from £. 315 to £. 450 per annum -</td><td></td></tr><tr><td>10</td><td>9</td><td>„ 90 to 300 „ -</td><td></td></tr><tr><td>11</td><td>11</td><td></td><td></td></tr><tr><td>Salaries - - £.</td><td>2,397</td><td>2,358</td><td></td></tr></table>				NUMBER.				1864/65. 1863/64.				1	2	from £. 315 to £. 450 per annum -		10	9	„ 90 to 300 „ -		11	11			Salaries - - £.	2,397	2,358			
NUMBER.																													
1864/65. 1863/64.																													
1	2	from £. 315 to £. 450 per annum -																											
10	9	„ 90 to 300 „ -																											
11	11																												
Salaries - - £.	2,397	2,358																											
Senior Clerks - - - - -				426 - -	766 8 5																								
Clerks - - - - -				1,971 - -	1,591 11 7																								
Temporary Employment of Clerks - - - - -				418 15 -	414 15 -																								
Two Foremen of the Yard - - - - - at £. 250 each				500 - -	500 - -																								
Gratuity to one of the above - - - - -				- - -	50 - -																								
Converter of Timber - - - - -				160 - -	160 - -																								
Foreman of Sailmakers - - - - -				180 - -	180 - -																								
Foreman of Smiths - - - - -				150 - -	150 - -																								
Two Measurers - - - - - { One at £. 170				320 - -	320 - -																								
Two Inspectors - - - - - { One „ 150																													
Four ditto - - - - - { at £. 150 each				800 - -	800 - -																								
Four ditto - - - - - { „ 125 „																													
Four Leading Men of Storehouses - { One at - - - - - £. 120																													
Addition to Salary for Duties at Somerset House - - - - - 100				490 - -	490 - -																								
One at - - - - - 100																													
Two at - - - - - 85																													
Schoolmaster, for the Instruction of Apprentices in the Dockyard, from £. 150 to £. 200 per annum - - - - -				200 - -	197 10 -																								
DIRECTOR OF WORKS DEPARTMENT:																													
Clerk of Works - - - - - from £. 190 to £. 300 per annum				300 - -	300 - -																								
Clerk and Draughtsman - - - - - from 90 to 300 „				150 - -	140 - -																								
Foreman of Works - - - - - from 120 to 180 „				160 - -	150 - -																								
Rent of Water - - - - -				125 - -	125 - -																								
Rent of part of Dockyard - - - - -				10 - -	10 - -																								
Parliamentary and Parochial Taxes - - - - -				270 10 -	200 10 -																								
Allowance to Vicar for accommodation of Marines at Deptford Church - - - - -				30 - -	30 - -																								
Allowances in lieu of Stationery { To the Captain Superintendent - £. 10																													
„ Master Attendant - - - - - 4				74 - -	74 - -																								
„ Master Shipwright - - - - - 15																													
„ Storekeeper - - - - - 20																													
„ Accountant - - - - - 20																													
„ Store Receiver - - - - - 5																													
Postage and Travelling Charges on the Public Service, Printing, Advertisements, and other small Expenses - - - - -				250 15 -	300 5 -																								
Salaries - - - - - £. 9,375 15																													
Rents, Taxes, &c. - - - - - 405 10				10,136 - -	10,100 - -																								
Contingencies - - - - - 354 15																													

(Gas, £. 300, provided for under Vote No. 11.)

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—*continued.*

NAVAL YARDS—continued.		REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
WOOLWICH:			
Commodore Superintendent (in addition to his Pay and Allowances as Captain of the First Class, and 10s. a day as Commodore of the Second Class)		£. s. d. 320 17 6	£. s. d. 320 17 6
Master Attendant		600 — —	600 — —
Master Shipwright		650 — —	650 — —
Assistant to ditto		400 — —	400 — —
Storekeeper		600 — —	600 — —
Accountant		500 — —	500 — —
Store Receiver		450 — —	450 — —
Staff Surgeon		500 — —	500 — —
Chaplain* (for additional Salary of 100 l. a year, see Woolwich Marine Infirmary, page 38)		350 — —	350 — —
Timber Inspector		400 — —	400 — —
Boatswain		200 — —	200 — —
CLERKS on the Establishment, at Salaries varying according to Rank and Length of Service; viz.			
	NUMBER.		
	1864/65.	1863/64.	
Senior Clerks	4	4	from £. 315 to £. 450 per annum - 1,508 — — 1,513 11 —
Clerks	17	17	„ 90 to 300 „ 3,057 — — 2,963 9 —
	21	21	
Salaries	£. 4,565	4,477	
Temporary Employment of Clerks			724 5 — 674 10 —
Master Smith			250 — — 250 — —
Four Foremen of the Yard		at £. 250 each	1,000 — — 1,000 — —
Gratuity to one of the above			50 — — 50 — —
One Foreman of the Yard (to superintend the Joiners)			180 — — 180 — —
Two Converters of Timber		{ First, £. 150 } { Second, 125 }	275 — — 275 — —
Foreman of Riggers			150 — — 150 — —
Foreman of Smiths			125 — — 125 — —
Four Measurers		{ One at £. 180 } { Three at 150 }	630 — — 630 — —
Ten Inspectors		{ Two at £. 150 } { Eight at 125 }	1,300 — — 1,300 — —
Five Leading Men of Storehouses		{ One at £. 100 } { Four at 85 }	440 — — 440 — —
Schoolmaster for the Instruction of Apprentices in the Yard, from £. 150 to £. 200 per annum			200 — — 197 10 —
Gratuity to ditto, for the Instruction of Naval Engineers			30 — — 30 — —
DIRECTOR OF WORKS DEPARTMENT:			
Assistant Civil Engineer, from £. 315 to £. 500 per annum		(Transferred to Chatham)	375 — — { Transferred from Pembroke.
Clerk of Works, from £. 190 to £. 300 per annum			200 — —
Clerk and Draughtsman, from £. 90 to £. 300 per annum			127 — —
Foreman of Works, from £. 120 to £. 180 per annum			
Rent of Water			75 — — 75 — —
Allowances for House Rent	To the Clerk acting as Secretary to the Superintendent - £. 50 „ Chaplain - 40 „ Assistant Surgeon of H. M. S. "Fisgard" - 40 „ Store Receiver - 50 „ Clerk of Works - 50		240 — — 265 — —
Parliamentary and Parochial Taxes			324 10 — 324 10 —
Allowances in lieu of Stationery	To the Commodore Superintendent - £. 35 „ Master Attendant - 12 „ Master Shipwright - 20 „ Storekeeper - 25 „ Accountant - 20 „ Store Receiver - 10		122 — — 122 — —
Postage and Travelling Charges on the Public Service, Advertisements, Chapel Allowances, and other small Expenses			550 7 6 550 12 6
Salaries	£. 15,537 2 6		
Rents, Taxes, &c.	639 10 —		
Contingencies	672 7 6		
	£. 16,849 — —		16,789 — —
STEAM FACTORY:			
Chief Engineer and Inspector of Machinery			650 — — 650 — —
Assistant to ditto			400 — — 400 — —
Assistant Inspector of Steam Machinery			250 — — 250 — —
Foreman of the Factory			225 — — 225 — —
Foreman of the Boiler-makers			200 — — 200 — —
Timekeeper			120 — — 120 — —
Allowance for House Rent to the Assistant to Chief Engineer and Inspector of Machinery (not to be continued to Successor)			50 — — 50 — —
Allowance in lieu of Stationery to the Chief Engineer			15 — — 15 — —
Travelling Expenses of Engineers, &c. to inspect Steam Machinery			50 — — 50 — —
Salaries	£. 1,845 — —		
Rents, Taxes, &c.	50 — —		
Contingencies	65 — —		
	£. 1,960 — —		1,960 — —

(Gas for Dockyard and Steam Factory, £.1,250, provided for under Vote No. 11.)

* In addition to Half-pay.

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—continued.

NAVAL YARDS—continued.

SHEERNESS:

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
	£. s. d.	£. s. d.
Captain Superintendent (in addition to his Pay and Allowances as Captain of the 1st Class)	258 10 5	298 17 1
Master Attendant	600 — —	600 — —
Assistant to ditto	500 — —	500 — —
Master Shipwright	600 — —	600 — —
Two Assistants to ditto	800 — —	800 — —
Storekeeper	600 — —	600 — —
Accountant	500 — —	500 — —
Store Receiver	400 — —	400 — —
Staff Surgeon	500 — —	500 — —
Chaplain	350 — —	350 — —
Timber Inspector	300 — —	300 — —
Boatswain	200 — —	200 — —

CLERKS on the Establishment, at Salaries varying according to Rank and Length of Service; viz.

NUMBER.						
	1864/65.	1863/64.				
Senior Clerks	2	3	from £. 315 to £. 450 per annum	—	765 11 4	1,090 11 —
Clerks	16	15	„ 90 to 300 „	—	2,771 8 8	2,569 9 —
	18	18				
Salaries	£. 3,537	3,660				

Temporary Employment of Clerks	—	—	—	—	580 15 —	564 — —
Master Smith	—	—	—	—	250 — —	250 — —
Master Rigger	—	—	—	—	200 — —	{ Transferred from Chatham.
Four Foremen of the Yard	—	—	—	at £. 250	1,000 — —	1,000 — —
Gratuity to one of the above	—	—	—	—	50 — —	50 — —
Foreman of the Yard (to superintend the Joiners)	—	—	—	—	180 — —	180 — —
Converter of Timber	—	—	—	—	150 — —	150 — —
Foreman of Sailmakers	—	—	—	—	160 — —	160 — —
Foreman of Caulkers	—	—	—	—	180 — —	180 — —
Foreman of Smiths	—	—	—	—	125 — —	125 — —
Foreman of Riggers	—	—	—	—	{ Transferred to Chatham.	150 — —
Two Measurers	—	—	—	{ One at £. 170 } { One at 150 }	320 — —	320 — —
Nine Inspectors	—	—	—	{ Two at £. 150 } { Seven at 125 }	1,175 — —	1,175 — —
Three Leading Men of Storehouses	—	—	—	{ One at £. 100 } { Two at 85 }	270 — —	270 — —
Schoolmaster for the Instruction of Apprentices in the Yard, from £. 150 to £. 200 per annum	—	—	—	—	200 — —	197 10 —
Gratuity to Schoolmaster for instructing Naval Engineers	—	—	—	—	50 — —	50 — —

DIRECTOR OF WORKS DEPARTMENT:

Clerk of Works, from £. 190 to £. 300 per annum	—	—	—	—	300 — —	290 — —
Clerk and Draughtsman, from £. 90 to £. 300 per annum	—	—	—	—	150 — —	140 — —
Foreman of Works, from £. 120 to £. 180 per annum	—	—	—	—	160 — —	150 — —

Carried forward - - - £. 14,646 5 5 14,710 7 1

* In addition to Half-pay.

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—*continued.*

NAVAL YARDS—continued.		REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
SHEERNESS—continued.			
Brought forward - - -		£. s. d. 14,646 5 5	£. s. d. 14,710 7 1
Allowances for	To the Accountant - - - - - £. 75		
House Rent	To the Assistant Surgeon of H. M. S. "Formidable," for Service at the Dockyard - - - - - 40	115 - -	115 - -
Parliamentary and Parochial Taxes	- - - - - - -	525 5 -	525 5 -
Allowance to Roman Catholic Priest	- - - - - - -	120 - -	120 - -
Allowances in lieu of Stationery	To the Captain Superintendent - - - - - £. 35		
	" Master Attendant - - - - - 12		
	" Master Shipwright - - - - - 20		
	" Storekeeper - - - - - 25	122 - -	122 - -
	" Accountant - - - - - 20		
	" Store Receiver - - - - - 10		
Postage and Travelling Charges on the Public Service, Advertisements, Chapel Allowances, and other small Expenses	- - - - - - -	400 9 7	400 7 11
	Salaries - - - - - £. 14,646 5 5		
	Rents, Taxes, &c. - - - - - 640 5 -		
	Contingencies - - - - - 642 9 7	15,929 - -	15,993 - -
STEAM FACTORY:			
Engineer (Increase of salary of £. 50 not to be continued to his successor)	- - - - -	550 - -	500 - -
Foreman of the Factory, from £. 185 to £. 225 per annum	- - - - -	225 - -	225 - -
Foreman of Boilermakers, from £. 150 to £. 180 per annum	- - - - -	180 - -	180 - -
Timekeeper	- - - - -	120 - -	120 - -
Allowance in lieu of Stationery to the Engineer	- - - - -	10 - -	8 - -
	Salaries - - - - - £. 1,075 10 -		
	Contingencies - - - - - - -	1,085 - -	1,033 - -
(Gas for Dockyard and Steam Factory (£. 700), provided for under Vote, No. 11.)			
PORTSMOUTH:			
Admiral Superintendent (paid Full Pay and Allowances as Rear Admiral)	- - - - -	600 - -	600 - -
Master Attendant and Harbour Master	- - - - -	500 - -	500 - -
Assistant to ditto	- - - - -	650 - -	650 - -
Master Shipwright	- - - - -	800 - -	800 - -
Two Assistants to ditto	- - - - - at £. 400 each	600 - -	600 - -
Storekeeper	- - - - -	500 - -	500 - -
Accountant	- - - - -	450 - -	450 - -
Store Receiver	- - - - -	500 - -	500 - -
Staff Surgeon	- - - - -	300 - -	300 - -
Assistant Surgeon	- - - - -	350 - -	350 - -
Chaplain*	- - - - -	400 - -	400 - -
Timber Inspector	- - - - -	200 - -	200 - -
Boatswain	- - - - -		
CLERKS on the Establishment, at Salaries varying according to Rank and Length of Service; viz.			
NUMBER.			
1864/65. 1863/64.			
Senior Clerks -	4 4	from £. 315 to £. 450 per annum - -	1,517 4 2 1,457 4 2
Clerks - - -	28 29	" 90 to 300 " - -	5,125 15 10 4,738 15 10
	32 33		
Salaries - £.	6,643 6,196		
Temporary Employment of Clerks	- - - - -	1,209 17 -	1,136 19 5
Master Smith	- - - - -	250 - -	250 - -
Master Sailmaker	- - - - -	200 - -	200 - -
Master Rigger	- - - - -	200 - -	200 - -
Master Ropemaker	- - - - -	250 - -	250 - -
Carried forward - - - £.		14,602 17 -	14,082 19 5

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—*continued.*NAVAL YARDS—*continued.*PORTSMOUTH—*continued.*

						REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
						£. s. d.	£. s. d.
Brought forward - - -						14,602 17 -	14,082 19 5
Seven Foremen of the Yard	-	-	-	-	at £.250 each	1,750 - -	1,750 - -
Gratuity to one of the above	-	-	-	-	-	50 - -	50 - -
Foreman of the Yard (to superintend the Joiners)	-	-	-	-	-	180 - -	180 - -
Engineer and Mechanist	-	-	-	-	-	200 - -	200 - -
Two Converters of Timber	-	-	-	-	{ First, £. 150 } { Second, 125 }	275 - -	275 - -
Foreman of Ropemakers	-	-	-	-	-	200 - -	200 - -
Two Foremen of Smiths	-	-	-	-	{ One at £. 150 } { One at 125 }	275 - -	275 - -
Foreman of Caulkers	-	-	-	-	-	180 - -	180 - -
Four Measurers	-	-	-	-	{ One at £. 190 } { Three at 150 }	640 - -	640 - -
Seventeen Inspectors	-	-	-	-	{ Three at £. 150 } { Fourteen at 125 }	2,200 - -	2,200 - -
One Layer in the Rope Yard	-	-	-	-	-	100 - -	100 - -
One Temporary ditto (in charge of Hired Men)	-	-	-	-	-	- - -	100 - -
Four Leading Men of Storehouses	-	-	-	-	{ One at £. 100 } { Three at 85 }	355 - -	355 - -
Head Master of the Dockyard School for the Instruction of Apprentices in the Yard, from £. 200 to £. 250 per annum	-	-	-	-	-	250 - -	371 5 -
Assistant to ditto, from £. 100 to £. 140 per annum	-	-	-	-	-	131 5 -	
Gratuity to Head Master for the Instruction of Naval Engineers	-	-	-	-	-	50 - -	50 - -
DIRECTOR OF WORKS DEPARTMENT:							
Assistant Civil Engineer, from £. 315 to £. 500 per annum	-	-	-	-	-	475 - -	460 - -
Clerk and Accountant, from £. 90 to £. 300 per annum	-	-	-	-	-	250 - -	240 - -
Clerk and Draughtsman, from £. 90 to £. 300 per annum	-	-	-	-	-	240 - -	230 - -
Foreman of Works, from £. 120 to £. 180 per annum	-	-	-	-	£. 180 }	220 - -	{ Transferred from Pembroke.
Allowance in addition to ditto, whilst employed as Temporary Clerk of the Works	-	-	-	-	40 }		
Three Foremen of Works, from £. 120 to £. 180 per annum	-	-	-	-	-	490 - -	480 - -
Allowances for House Rent	{ To the Store Receiver - - - - £. 50 } { To the Chaplain - - - - 70 }				-	120 - -	120 - -
Rent of Water for Dockyard	-	-	-	-	-	1,000 - -	730 - -
Rent of Corporation Mud Lands	-	-	-	-	-	20 - -	20 - -
Parliamentary and Parochial Taxes	-	-	-	-	-	572 - -	549 - -
Allowance to Roman Catholic Priest	-	-	-	-	-	120 - -	120 - -
Allowances in lieu of Stationery.	{ To the Admiral Superintendent - - - - £. 40 } " Master Attendant - - - - 12 " Master Shipwright - - - - 20 " Storekeeper - - - - 25 " Accountant - - - - 20 " Store Receiver - - - - 10 }				-	127 - -	127 - -
Postage and Travelling Charges on the Public Service, Advertisements, Chapel Allowances, and other small Expenses	-	-	-	-	-	800 18 -	800 15 7
Salaries	-	-	-	-	£. 23,114 2 - }	25,874 - -	24,886 - -
Rent, Taxes, &c.	-	-	-	-	1,712 - - }		
Contingencies	-	-	-	-	1,047 18 - }		
STEAM FACTORY:							
Chief Engineer and Inspector of Machinery	-	-	-	-	-	650 - -	650 - -
Assistant to ditto	-	-	-	-	-	400 - -	400 - -
Assistant Inspector of Steam Machinery	-	-	-	-	-	250 - -	250 - -
Foreman of the Factory, from £. 185 to £. 225 per annum	-	-	-	-	-	225 - -	225 - -
Foreman of Boiler Makers	-	-	-	-	-	200 - -	200 - -
Timekeeper	-	-	-	-	-	120 - -	120 - -
Allowance in lieu of Stationery to the Chief Engineer	-	-	-	-	-	15 - -	15 - -
Travelling Charges of Engineers, &c. to inspect Steam Machinery, &c.	-	-	-	-	-	50 - -	50 - -
Salaries	-	-	-	-	£. 1,845 - - }	1,910 - -	1,910 - -
Contingencies	-	-	-	-	65 - - }		

(Gas for Dockyard and Steam Factory, and Gun Boat Slips, at Haslar, £. 2,254, provided for under Vote No. 11.)

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—*continued.*

NAVAL YARDS—continued.						REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.																		
DEVONPORT:						£. s. d.	£. s. d.																		
Admiral Superintendent (paid Full Pay and Allowances as Rear-Admiral) - -																									
Master Attendant - - - - -						600 - -	600 - -																		
Assistant to ditto - - - - -						500 - -	500 - -																		
Ditto, for Service at Keyham - - - - -						500 - -	500 - -																		
Master Shipwright - - - - -						650 - -	650 - -																		
Two Assistants to ditto - - - - - at £. 400 each						800 - -	800 - -																		
Storekeeper - - - - -						600 - -	600 - -																		
Accountant - - - - -						500 - -	550 - -																		
Store Receiver - - - - -						450 - -	450 - -																		
Harbour Master of Plymouth Sound, and adjacent Anchorage - - - - -						500 - -	500 - -																		
Staff Surgeon - - - - -						500 - -	500 - -																		
Assistant Surgeon - - - - -						300 - -	300 - -																		
Ditto, for Service at Keyham - - - - -						300 - -	300 - -																		
Chaplain* - - - - -						350 - -	350 - -																		
Timber Inspector - - - - -						400 - -	400 - -																		
Boatswain - - - - -						200 - -	200 - -																		
Ditto, for Service at Keyham - - - - -						200 - -	200 - -																		
Allowance to Two Boatswains of Her Majesty's Ship "Indus," in addition to their Full Pay, for assisting the Boatswains of Devonport and Keyham Yards in the Superintendence of Labourers - - - - - at 1s. a day each						36 10 -	-																		
CLERKS on the Establishment, at Salaries varying according to Rank and Length of Service; viz.																									
<table><tr><th colspan="2">NUMBER.</th><th></th></tr><tr><th>1864/65.</th><th>1863/64.</th><th></th></tr><tr><td>4</td><td>4</td><td>from £. 315 to £. 450 per annum - -</td></tr><tr><td>30</td><td>29</td><td>" 90 to 300 " - -</td></tr><tr><td>34</td><td>33</td><td></td></tr><tr><td>6,846</td><td>6,462</td><td></td></tr></table>						NUMBER.			1864/65.	1863/64.		4	4	from £. 315 to £. 450 per annum - -	30	29	" 90 to 300 " - -	34	33		6,846	6,462			
NUMBER.																									
1864/65.	1863/64.																								
4	4	from £. 315 to £. 450 per annum - -																							
30	29	" 90 to 300 " - -																							
34	33																								
6,846	6,462																								
Senior Clerks - - - - -					1,558 18 -	1,498 18 -																			
Clerks - - - - -					5,287 2 -	4,963 2 -																			
Salaries - £.																									
Temporary Employment of Clerks - - - - -						1,039 14 5	963 19 5																		
Master Smith - - - - -						250 - -	250 - -																		
Master Sailmaker - - - - -						200 - -	200 - -																		
Master Ropemaker - - - - -						250 - -	250 - -																		
Master Rigger - - - - -						200 - -	200 - -																		
Ditto (acting) for Service at Keyham (Allowance to Boatswain of Her Majesty's Ship "Indus" in addition to his Full Pay) - - - - -						18 5 -	18 5 -																		
Seven Foremen of the Yard - - - - - at £. 250 each						1,750 - -	1,750 - -																		
Gratuity to one of the above - - - - -						50 - -	50 - -																		
Foreman of the Yard (to superintend the Joiners) - - - - -						180 - -	180 - -																		
Two Converters of Timber - - - - - {First at £. 150 } 																									

* In addition to Half-pay.

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—*continued.*

NAVAL YARDS— <i>continued.</i>						REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
DEVONPORT— <i>continued.</i>						£. s. d.	£. s. d.
Brought forward - - -						23,281 7 9	22,895 2 9
DIRECTOR OF WORKS DEPARTMENT:							
Superintending Civil Engineer - - - - -	-	-	-	-	-	500 - -	500 - -
Clerk of Works - - - - -	-	-	-	-	from £. 190 to £. 300 per annum	290 - -	280 - -
Two Clerks and Accountants - - -	-	-	{One for Devonport} from £. 90 to £. 300 {One for Keyham - } per annum.			570 - -	550 - -
Two Clerks and Draughtsmen - - -	-	-	{One for Devonport} - ditto - - {One for Keyham - }			310 - -	290 - -
Two Foremen of Works - - - - -	-	-	{One for Devonport} from £. 120 to £. 180 {One for Keyham - } per annum.			360 - -	360 - -
Allowance for House Rent - - -	-	-	{To Boatswain (Keyham) - - - £. 40 {To Superintending Civil Engineer - 75 {To Clerk of Works - - - 50}			165 - -	165 - -
Rent of Water for Dockyard, Marine Barracks, and Naval Hospital - - -	-	-	-	-	£. 575	1,030 - -	945 - -
Ditto - Additional Supply - - -	-	-	-	-	150		
Ditto - For Steam Factory at Keyham - - -	-	-	-	-	280		
Ditto - For Port Admiral's House - - -	-	-	-	-	10		
Rent of Ballast Pond - - - - -	-	-	-	-	15		
Parliamentary and Parochial Taxes - - - - -	-	-	-	-	-	450 - -	450 - -
Allowance to Roman Catholic Priest - - - - -	-	-	-	-	-	120 - -	120 - -
Allowances in lieu of Stationery.	{To the Admiral Superintendent - - - £. 40 " Master Attendant - - - 16 " Master Shipwright - - - 20 " Storekeeper - - - 25 " Accountant - - - 20 " Store Receiver - - - 10 " Harbour Master - - - 3}					134 - -	134 - -
Postage and Travelling Charges on the Public Service, Advertisements, Chapel Allowances, and other small Expenses - - - - -	-	-	-	-	-	900 12 3	900 17 3
Salaries - - - - -	-	-	-	-	£. 25,311 7 9	28,111 - -	27,590 - -
Rent, Taxes, &c. - - - - -	-	-	-	-	1,645 - -		
Contingencies - - - - -	-	-	-	-	1,154 12 3		
(Gas, £. 769, provided for under Vote No. 11.)							
STEAM FACTORY (KEYHAM):							
Chief Engineer and Inspector of Machinery - - - - -	-	-	-	-	-	650 - -	650 - -
Assistant to ditto - - - - -	-	-	-	-	-	400 - -	400 - -
Foreman of the Factory, from £. 185 to £. 225 per annum - - - - -	-	-	-	-	-	201 - -	191 - -
Foreman of Boiler-makers, from £. 150 to £. 180 per annum - - - - -	-	-	-	-	-	180 - -	180 - -
Timekeeper - - - - -	-	-	-	-	-	120 - -	120 - -
Allowance for House Rent to Assistant to Chief Engineer and Inspector of Machinery - - - - -	-	-	-	-	-	50 - -	50 - -
Allowance, in lieu of Stationery, to the Chief Engineer - - - - -	-	-	-	-	-	15 - -	15 - -
Salaries - - - - -	-	-	-	-	£. 1,551 - -	1,616 - -	1,606 - -
Rent, Taxes, &c. - - - - -	-	-	-	-	50 - -		
Contingencies - - - - -	-	-	-	-	15 - -		
(Gas, £. 700, provided for under Vote No. 11.)							

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—*continued.*

NAVAL YARDS—continued.				REQUIRED for the Service of the Year 1864/65.			LAST VOTE for the Financial Year 1863/64.		
PEMBROKE:									
Captain Superintendent (in addition to his Pay and Allowances as Captain of the 1st Class)				£.	s.	d.	£.	s.	d.
Master of Her Majesty's Ship "Saturn," doing duty as Queen's Harbour Master and Master Attendant (in addition to Full Pay)				320	17	6	412	2	6
Master Shipwright				50	-	-	50	-	-
Storekeeper and Accountant				600	-	-	600	-	-
Staff Surgeon				600	-	-	600	-	-
Chaplain*				450	-	-	450	-	-
Timber Inspector and Store Receiver (Increase of Salary of 50 l. not to be continued to his Successor)				400	-	-	400	-	-
Boatswain				450	-	-	450	-	-
				200	-	-	200	-	-
CLERKS on the Establishment, at Salaries varying according to Rank and Length of Service; viz.									
				NUMBER.					
				1864/65.			1863/64.		
Senior Clerks				2	3	from £. 315 to £. 450 per annum	825	-	1,150
Clerks				10	9	" 90 to 300 "	2,065	-	6 4
				12	12				1,620
Salaries				2,890	2,771				13 8
Temporary employment of Clerks							275	19	274
Three Foremen of the Yard						{ Senior at £. 300 Two at £. 250 each 500 }	800	-	800
Gratuity to one of the above							50	-	-
Master Smith							250	-	250
Foreman of Smiths							125	-	125
Foreman of Millwrights							150	-	150
Two Converters of Timber						{ First at £. 150 Second at 125 }	275	-	275
Two Measurers						{ One at £. 170 One at 150 }	320	-	320
Seven Inspectors						{ Three at £. 150 Four at 125 }	950	-	950
Leading Man of Storehouses							100	-	100
Schoolmaster for the Instruction of Apprentices in the Yard, from £. 150 to £. 200 per annum							198	18	188
Ditto - Allowance in consideration of his teaching the Engineers of the Coast Guard Ships							25	-	25
DIRECTOR OF WORKS DEPARTMENT:									
Clerk of Works, from £. 190 to £. 300 per annum						{ Transferred to Woolwich - }	300	-	-
Clerk and Draughtsman, from £. 90 to £. 300 per annum						250	240	-	-
Foreman of Works, from £. 120 to £. 180 per annum						{ Transferred to Portsmouth - }	180	-	-
Allowances for { To the Clerk acting as Secretary to the Superintendent £. 50 House Rent { To the Timber Inspector 50 }						100	170	-	-
Parliamentary and Parochial Taxes						94	94	15	15
Allowances in lieu of Stationery. { To the Captain Superintendent £. 25 To the Master Shipwright 20 To the Storekeeper and Accountant 35 To the Store Receiver 5 }						85	85	-	-
Postage and Travelling Charges on the Public Service, Advertisements, Chapel Allowances, and other small Expenses						300	300	10	14
Salaries						£. 9,730			
Rent, Taxes, &c.						194			
Contingencies						385			
						£	10,311		10,762
(Gas, £. 650, provided for under Vote No. 11.)									
DEAL:									
Clerk in Charge							200	-	-
Temporary Employment of Clerks							50	-	-
Allowance in lieu of Stationery						nil	8	-	-
Parliamentary and Parochial Taxes							37	-	-
Postage on the Public Service, and other small Expenses							17	-	-
						£.	-		312

* In addition to Half-pay.

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—*continued.*

VICTUALLING ESTABLISHMENTS.

ROYAL VICTORIA YARD AT DEPTFORD:

				REQUIRED for the Service of the Year 1864/65.			LAST VOTE for the Financial Year 1863/64.		
				£.	s.	d.	£.	s.	d.
Captain Superintendent	-	-	-	800	-	-	800	-	-
Master Attendant and Harbour Master	-	-	-	600	-	-	600	-	-
Accountant of Dock and Victualling Yards (<i>see</i> Dock Yard).	-	-	-	-	-	-	-	-	-
Storekeeper	-	-	-	600	-	-	600	-	-
Store Receiver	-	-	-	450	-	-	450	-	-
Staff Surgeon and Medical Storekeeper	-	-	-	450	-	-	450	-	-
Chief Engineer and Inspector of Machinery	-	-	-	400	-	-	400	-	-
CLERKS on the Establishment, at Salaries varying according to Rank and Length of Service; viz.									

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—*continued.*VICTUALLING ESTABLISHMENTS—*continued.*

ROYAL WILLIAM YARD AT CREMILL (PLYMOUTH):

	REQUIRED for the Service of the Year 1864/-65.	LAST VOTE for the Financial Year 1863/-64.
	£. s. d.	£. s. d.
Captain Superintendent - - - - -	800 - -	800 - -
Master Attendant - - - - -	500 - -	500 - -
Storekeeper and Accountant - - - - -	600 - -	600 - -

CLERKS on the Establishment, at Salaries varying according to Rank and Length of Service; viz.

NUMBER.						
1864/65.	1863/64.					
Senior Clerks - - -	2	2	from £. 315 to 450 per annum	-	814 11 8	784 11 8
Clerks - - -	3	3	" 90 to 300 "	-	483 8 4	653 8 4
	5	5				
Salaries - £.	1,298	1,438				

Temporary Employment of Clerks - - - - -	182 10 -	183 - -
Labourer in charge of Brixham - - - - -	34 - -	34 - -
Six Leading Men of Storehouses - - - - -	555 - -	555 - -
Leading Man of Coopers - - - - -	150 - -	150 - -
Leading Man of Millers - - - - -	120 - -	120 - -
Leading Man of Bakers - - - - -	100 - -	100 - -

DIRECTOR OF WORKS DEPARTMENT:

Clerk of Works, from £. 190 to £. 300 per annum - - - - -	300 - -	290 - -
Foreman of Works, from £. 120 to £. 180 per annum - - - - -	180 - -	180 - -
Allowance for House Rent to Superintendent's Secretary - - - - -	£. 50 - -	
Ditto - to Clerk of Works - - - - -	50 - -	
Rent of Water - - - - -	260 - -	260 - -
Parliamentary and Parochial Taxes - - - - -	40 - -	40 - -
Allowances in lieu of Stationery - - - - -	27 - -	27 - -
Postage and Travelling Charges on the Public Service, Advertisements, Stamps, and other small Expenses - - - - -	181 10 -	181 - -
Salaries - - - - -	£. 4,819 10 -	
Rent and Taxes - - - - -	400 - -	
Contingencies - - - - -	208 10 -	
	£. 5,428 - -	5,508 - -

(Gas, £. 110, provided for under Vote No. 11.)

HAULBOWLINE:

Naval and Victualling Storekeeper and Accountant - - - - -	500 - -	500 - -
Clerk, from £. 90 to £. 300 per annum - - - - -	244 3 1	229 3 1
Non-commissioned Officer of Marines employed as Clerk, &c. at 4s. a day, or 28 s. a week, in addition to his Pension - - - - -	73 - -	73 - -
Foreman of Coopers - - - - -	150 - -	150 - -
Rent of Premises at Queenstown (occupied by Port Admiral) - - - - -	£. 92 6 2	
Rent of Land adjoining - - - - -	10 - -	
Rent of Water for ditto - - - - -	5 - -	
Parliamentary and Parochial Taxes - - - - -	22 13 10	22 13 10
Allowance for House Rent to the Foreman of Coopers - - - - -	15 - -	15 - -
Curate of Queenstown for professional attendance - - - - -	20 - -	20 - -
Allowances in lieu of Stationery - - - - -	10 10 -	10 10 -
Postage and Travelling Charges on the Public Service, Stamps, Advertisements, and other small Expenses - - - - -	29 6 11	29 6 11
Salaries - - - - -	£. 967 3 1	
Rent and Taxes - - - - -	145 - -	
Contingencies - - - - -	59 16 11	
	£. 1,172 - -	1,157 - -

(Gas, £. 2, provided for under Vote No. 11.)

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—continued.

MEDICAL ESTABLISHMENTS.		REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
		£. s. d.	£. s. d.
HASLAR HOSPITAL:			
Captain Superintendent (paid on the Royal Clarence Victualling Establishment.)		—	—
Two Lieutenants, at 230 l. each		460 — —	460 — —
Two Inspectors General of Hospitals		1,642 10 —	1,647 — —
Two Deputy Inspectors General of Hospitals		1,131 10 —	1,134 12 —
One ditto, for the Special Service of the Lunatic Asylum		Provided for under separate Estimate for Yarmouth Hospital	512 8 —
Agent and Steward		450 — —	450 — —
Staff Surgeon and Medical Storekeeper		401 10 —	457 10 —
Chaplain*		300 — —	300 — —
Four Assistant Surgeons		784 15 —	814 7 —
Assisting Surgeon to the Deputy Inspector General in charge of Lunatics		Provided for under Yarmouth Hos- pital	329 8 —
Five Clerks, from 90 l. to 300 l. per annum		1,099 9 5	964 — —
One Temporary Clerk		— — —	91 10 —
Toll for Bridge from Gosport to Haslar (per Act 4 Will. 4, c. 4, s. 49)		62 — —	62 — —
Parliamentary and Parochial Taxes		197 3 6	197 3 6
Lodging Money to Clerks		163 16 —	163 16 —
Allowance to a Roman Catholic Chaplain		20 — —	20 — —
Scripture Reader		60 — —	60 — —
Allowances in lieu of Stationery		33 2 —	33 2 —
For Carting and Pumping and Gravelling the Walks by Contract		160 — —	160 — —
For Funerals, and Compensation for Burial Fees		150 — —	150 — —
For Postage, Advertisements, Conducting Lunatics, Chapel Allowances, and other small Expenses		152 4 1	232 3 6
Salaries	£. 6,269 14 5	7,268 — —	8,239 — —
Rent, Taxes, &c.	422 19 6		
Contingencies	575 6 1		
		£.	
(Gas, £. 400, provided for under Vote No. 11.)			
PLYMOUTH HOSPITAL:			
Captain Superintendent (paid on the Royal William Victualling Establishment.)		—	—
Two Lieutenants, at 230 l. each		460 — —	460 — —
Inspector General of Hospitals		821 5 —	823 10 —
Deputy Inspector General of Hospitals		511 — —	512 18 —
Agent and Steward†		400 — —	400 — —
Surgeon and Medical Storekeeper		328 10 —	329 8 —
Chaplain*		300 — —	300 — —
Three Assistant Surgeons		574 17 6	603 18 —
Three Clerks, from 90 l. to 300 l. per annum		500 — —	469 — —
Temporary Employment of Clerks		91 5 —	91 10 —
Parliamentary and Parochial Taxes		162 7 6	162 7 6
Allowance to Roman Catholic Chaplain		20 — —	20 — —
Allowances in lieu of Stationery		29 — —	29 — —
For Funerals, and Compensation for Burial Fees		15 — —	15 — —
For Postage, Advertisements, conducting Lunatics, Chapel Allowances, and other small Expenses		98 15 —	98 8 6
Salaries	£. 3,986 17 6	4,312 — —	4,315 — —
Rent, Taxes, &c.	162 7 6		
Contingencies	162 15 —		
		£.	
(Gas, £. 206, provided for under Vote No. 11.)			
HAULBOWLINE HOSPITAL:			
Staff Surgeon		456 5 —	402 12 —
Assistant Surgeon		209 17 6	237 18 —
Clerk, from 90 l. to 300 l. per annum		225 — —	210 — —
Allowance to Roman Catholic Priest		30 — —	30 — —
For Postage, Advertisements, Travelling Charges, and other small Expenses		26 17 6	26 10 —
Salaries	£. 891 2 6	948 — —	907 — —
Contingencies	56 17 6		
		£.	

* In addition to Half-pay.

† In addition to part of Half-pay.

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—continued.

MEDICAL ESTABLISHMENTS—continued.

YARMOUTH HOSPITAL:

(LUNATIC ASYLUM.)

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
£. s. d.	£. s. d.	
Deputy Inspector General of Hospitals - - - - -	511 - -	} Provided for under Haslar Hospital.
Assisting Surgeon - - - - -	328 10 -	
Agent and Steward - - - - -	300 - -	
Ground Rent of Hospital - - - - -	14 14 -	
Rent of Cemetery - - - - -	10 - -	
Parliamentary and Parochial Taxes - - - - -	4 - -	—
For Funerals and Compensation for Burial Fees - - - - -	82 - -	—
For conducting Lunatics, Postage, Advertisements, Articles of Amusement for Lunatics, Regulating Clock, and other small Expenses - - - - -	76 16 -	- ditto.
Salaries - - - - - £. 1,139 10 -	1,327 - -	—
Rents, Taxes, &c. - - - - - 28 14 -		
Contingencies - - - - - 158 16 -		

(Gas, £. 150, provided for under Vote No. 11.)

TRANSPORT ESTABLISHMENT.

DEPTFORD:

Agent for Transports * - - - - -	400 - -	400 - -
Senior Clerk, from 315 £. to 450 £. per annum - - - - -	335 - -	435 - -
Temporary employment of Clerks - - - - -	91 5 -	91 10 -
Leading Man of Storehouses - - - - -	85 - -	85 - -
Lodging Allowances to four Carpenters, R. N., employed upon Transport Duties, in addition to their Full Pay - - - - -	182 10 -	—
Allowance in lieu of a House to Senior Clerk - - - - -	50 - -	—
Parliamentary and Parochial Taxes - - - - -	32 15 -	32 15 -
Stationery Allowance to Agent for Transports - - - - -	5 - -	5 - -
Travelling Charges, Postage, and other small Expenses - - - - -	70 10 -	70 15 -
Salaries - - - - - £. 911 5 -	1,252 - -	1,120 - -
Rents, Taxes, &c. - - - - - 265 5 -		
Contingencies - - - - - 75 10 -		

MARINE DIVISIONS.

WOOLWICH:

Barrack Master, at 10 s. a day * - - - - -	182 10 -	137 5 -
Two Barrack Serjeants, at 2 s. 6 d. a day each - - - - -	91 5 -	91 10 -
Barrack Clerk, at 6 d. a day - - - - -	9 2 6	9 3 -
Schoolmistress, for the Education of the Female Children of the Royal Marines - - - - -	36 - -	36 - -
Pupil Teacher for ditto - - - - -	9 2 6	9 3 -
Allowance in aid of the Divisional Schools - - - - -	- - -	10 - -
Allowance to the Barrack Master for House Rent, at 1 £. 1 s. a week, including commuted Allowance for Fuel and Lights - - - - -	54 15 -	54 15 -
Lodging-money to Officers unprovided with Quarters - - - - -	753 - -	453 - -
Ground Rent of Premises in Francis-street - - - - -	5 - -	5 - -
Ground Rent of Barracks - - - - -	180 - -	180 - -
Rent of Water for Barracks - - - - -	250 - -	173 4 -
Rates and Taxes - - - - -	120 9 6	120 9 6
Allowance for the accommodation of the Royal Marines in the Scotch Church - - - - -	70 - -	70 - -
Allowance to Roman Catholic Priest for Chapel Accommodation, &c., for the Royal Marines - - - - -	100 - -	100 - -
Allowance for accommodation of the Royal Marines in the Wesleyan Chapel - - - - -	30 - -	—
Contribution towards the maintenance of the Military Police Force at Woolwich - - - - -	50 - -	—
Allowance in aid of the Expense of the Divisional Band of Music - - - - -	91 - -	91 - -
For Washing Bedding, Compensation for loss of Washing Sheet Money, Funerals, Carriage of Baggage, Postage and Stationery Allowance to Commandants, Adjutants and Paymasters for Divisional Companies and their Offices, measuring Coals, lighting Lamps, sweeping Chimneys, and other small Expenses - - - - -	744 15 6	444 10 6
Salaries - - - - - £. 328 - -	2,777 - -	1,985 - -
Rents, Taxes, &c. - - - - - 1,363 4 6		
Contingencies - - - - - 1,085 15 6		

(Gas, £. 475, provided for under Vote No. 11.)

* In addition to Half-pay.

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—*continued.*

MARINE DIVISIONS— <i>continued.</i>	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
CHATHAM:	£. s. d.	£. s. d.
Barrack Master, at 15 s. a day * - - - - -	273 15 -	274 10 -
Barrack Serjeant, at 2 s. 6 d. a day - - - - -	45 12 6	45 15 -
Barrack Clerk, at 6 d. a day - - - - -	9 2 6	9 3 -
Schoolmistress, for the Education of the Female Children of the Royal Marines -	36 - -	36 - -
Allowance in aid of the Divisional Schools - - - - -	- - -	10 - -
Allowance to the Barrack Master for House Rent, at 1 l. 1 s. a week, including commuted Allowance for Fuel and Lights - - - - -	54 15 -	54 15 -
Lodging Money to Officers unprovided with Quarters - - - - -	452 - -	272 - -
Rates and Taxes - - - - -	76 6 -	76 6 -
Allowance for the accommodation of the Royal Marines in the Scotch Church at Rochester - - - - -	56 - -	13 10 -
Allowance to the Roman Catholic Priest for performance of Religious Duties to the Royal Marines - - - - -	60 - -	20 - -
Allowance for the accommodation of the Royal Marines in the Wesleyan Chapel at Chatham - - - - -	30 - -	- - -
Allowance in aid of the Expense of the Divisional Band of Music - - - - -	91 - -	91 - -
For Washing Bedding, Compensation for loss of Washing Sheet Money, Funerals, Carriage of Baggage, Postage and Stationery Allowances to Commandants, Adjutants and Paymasters for their Divisional Companies and Offices, measuring Coals, lighting Lamps, sweeping Chimneys, and other small Expenses - - -	410 9 -	389 1 -
Salaries - - - - - £. 364 10 -	1,595 - -	1,292 - -
Rents and Taxes - - - - - 583 1 -		
Contingencies - - - - - 647 9 -		
(Gas, £. 400, provided for under Vote No. 11.)		
PORTSMOUTH:		
(MARINE BARRACKS—FORTON.)		
Barrack Master, at 10 s. a day * - - - - -	182 10 -	137 5 -
Barrack Serjeant, at 2 s. 6 d. a day - - - - -	45 12 6	45 15 -
Barrack Clerk, at 6 d. a day - - - - -	9 2 6	9 3 -
Schoolmistress, for the Education of the Female Children of the Royal Marines -	36 - -	36 - -
Assistant Schoolmistress for the Infant Schools - - - - -	15 12 -	- - -
Allowance in aid of the Divisional Schools - - - - -	- - -	10 - -
Allowance to the Barrack Master for House Rent, at 1 l. 1 s. a week, including commuted Allowance for Fuel and Lights - - - - -	54 15 -	54 15 -
Lodging Money to Officers unprovided with Quarters - - - - -	1,040 - -	791 - -
Rates and Taxes - - - - -	92 13 6	92 13 6
Conveyance of Marines per Floating Bridge between Portsmouth and Gosport -	95 - -	95 - -
Allowance for the accommodation of the Royal Marines at Milton Chapel, Portsea Ditto - - - - - at the Church at Forton, and visiting the Schools and Sick - - - - -	150 - -	110 - - 150 - -
Allowance to the Roman Catholic Priest for performance of Religious Duties to the Marines - - - - -	55 - -	- - -
Allowance for the accommodation of the Royal Marines at the Scotch Church Ditto - - - - - at the Wesleyan Chapel at Gosport - - -	18 - - 60 - -	- - - - - -
Allowance in aid of the Expense of the Divisional Band of Music - - - - -	91 - -	91 - -
For Washing Bedding, Compensation for loss of Washing Sheet Money, Funerals, Carriage of Baggage, Postage and Stationery Allowances to Commandants, Adjutants and Paymasters for their Divisional Companies and Offices, measuring Coals, lighting Lamps, sweeping Chimneys, and other small Expenses - - -	500 14 6	438 8 6
Salaries - - - - - £. 288 17 -	2,446 - -	2,061 - -
Rents, Taxes, &c. - - - - - 1,187 8 6		
Contingencies - - - - - 969 14 6		
(Gas, £. 450, provided for under Vote No. 11.)		

* In addition to Half-pay.

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—continued.

MARINE DIVISIONS—continued.

PORTSMOUTH:

(MARINE ARTILLERY BARRACKS—FORT CUMBERLAND.)

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
	£. s. d.	£. s. d.
Barrack Master, at 7 s. 6 d. a day* - - - - -	136 17 6	137 5 -
Barrack Serjeant, at 2 s. 6 d. a day - - - - -	45 12 6	45 15 -
Two Barrack Clerks, at 6 d. a day each - - - - -	18 5 -	9 3 -
Schoolmistress, for the Education of the Female Children of the Royal Marine Artillery -	36 - -	36 - -
Allowance in aid of the Divisional Schools - - - - -	- - -	10 - -
Allowance to Barrack Master for House Rent, at 1 l. 1 s. a week, including commuted Allowance for Fuel and Lights - - - - -	54 15 -	54 15 -
Lodging Money to Officers unprovided with Quarters - - - - -	1,942 - -	1,133 - -
Rent of Water for Barracks - - - - -	70 - -	- - -
Rent of Water for the Infirmary attached to the Victualling Store Barracks at Portsmouth	- - -	20 - -
Rates and Taxes - - - - -	58 - -	58 - -
Allowance to the Chaplain of Her Majesty's Ship "Victory" for duties to the Royal Marine Artillery, &c. - - - - -	- - -	20 - -
Lodging Money to Assistant Chaplain of ditto - for ditto - - - - -	50 - -	- - -
Allowance for the accommodation of the Royal Marine Artillery in the Wesleyan Chapel at Portsea - - - - -	30 - -	- - -
Ditto - - - - ditto - - - - in the Scotch Church at Portsmouth - - - - -	25 - -	25 - -
Conveyance of the Royal Marine Artillery per Floating Bridge between Portsmouth and Gosport - - - - -	40 - -	- - -
Allowance in aid of the Expense of the Divisional Band of Music - - - - -	91 - -	91 - -
For Washing Bedding, Funerals, Carriage of Baggage, Postage and Stationery, Allowance to Commandants, Adjutants and Paymasters for Divisional Companies and their Offices, measuring Coals, lighting Lamps, sweeping Chimneys, and other small Expenses - - -	400 10 -	305 2 -
Salaries - - - - - £. 236 15 -	2,998 - -	1,945 - -
Rents, Taxes, &c. - - - - - 2,124 15 -		
Contingencies - - - - - 636 10 -		

PLYMOUTH:

Barrack Master, at 15 s. a day* - - - - -	273 15 -	274 10 -
Two Barrack Serjeants, at 2 s. 6 d. a day each - - - - -	91 5 -	91 10 -
Barrack Clerk, at 6 d. a day - - - - -	9 2 6	9 3 -
Schoolmistress, for the Education of the Female Children of the Royal Marines - - -	36 - -	36 - -
Allowance in aid of the Divisional Schools - - - - -	- - -	10 - -
Allowance to the Barrack Master for House Rent, at 1 l. 1 s. a week, including commuted Allowance for Fuel and Lights - - - - -	54 15 -	54 15 -
Lodging Money to Officers unprovided with Quarters - - - - -	1,700 - -	721 - -
Rent of Water for Barracks - - - - -	25 - -	49 - -
Ground Rent for the Barracks - - - - -	21 6 -	21 6 -
Rates and Taxes - - - - -	57 10 -	57 10 -
Allowance to the Curate of East Stonehouse, Devon, for the performance of Religious Duties to the Marines - - - - -	150 - -	150 - -
Allowance for the accommodation of the Marines in the Wesleyan Chapel at Stonehouse -	60 - -	- - -
Ditto - - - - ditto - - - - at the Roman Catholic Chapel at Stonehouse - - - - -	44 - -	24 - -
Allowance in aid of the Expense of the Divisional Band of Music - - - - -	91 - -	91 - -
For Washing Bedding, Compensation for loss of Washing Sheet Money, Funerals, Car- riage of Baggage, Postage and Stationery, Allowances to Commandants and Adjutants and Paymasters for Divisional Companies and their Offices, measuring Coals, lighting Lamps, sweeping Chimneys, and other small Expenses - - - - -	526 6 6	526 6 -
Salaries - - - - - £. 410 2 6	3,140 - -	2,116 - -
Rents, Taxes, &c. - - - - - 1,858 11 -		
Contingencies - - - - - 871 6 6		

(Gas, £. 509, provided for under Vote No. 11.)

DEAL—RECRUITING DEPÔT:

[The duties of Barrack Master are performed by the Acting Quartermaster] - - - - -	- - -	Not specially provided for in previous years.
Allowance to a Serjeant, Royal Marines, as acting Schoolmaster - - - - -	18 5 -	
Lodging Money to Officers unprovided with Quarters - - - - -	110 - -	
Rates and Taxes - - - - -	2 - -	
Rent of Water - - - - -	55 - -	
Allowance to the Roman Catholic Priest for performance of Religious Duties to the Marines	42 - -	
Allowance for the accommodation of the Royal Marines in the Scotch Church - - - - -	16 - -	
Ditto - - - - ditto - - - - in the Wesleyan Chapel - - - - -	20 - -	
For Washing Bedding, Funerals, Carriage of Baggage and Stores, Postage and Stationery	172 15 -	
Allowance, lighting Lamps, sweeping Chimneys, and other small Expenses - - - - -		
Salaries - - - - - £. 18 5 -		
Rents, Taxes, &c. - - - - - 167 - -	436 - -	
Contingencies - - - - - 250 15 -		

(Gas, £. 207, provided for under Vote No. 11.)

* In addition to Half-pay.

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—*continued.*

MARINE INFIRMARIES.							REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
WOOLWICH:							£. s. d.	£. s. d.
Deputy Inspector General of Hospitals	-	-	-	-	-	-	511	512 8 -
Two Assistant Surgeons	-	-	-	-	-	-	392 7 6	420 18 -
Purveyor	-	-	-	-	-	-	100 - -	100 - -
Additional Salary to the Chaplain of Woolwich Yard, for Services at the Infirmary	-	-	-	-	-	-	100 - -	100 - -
Lodging Money to Deputy Inspector General of Hospitals	-	-	-	-	-	-	70 - -	70 - -
Rent of Water	-	-	-	-	-	-	50 - -	- - -
Rates and Taxes	-	-	-	-	-	-	5 12 4	5 12 4
For Shaving, keeping Linen in repair, Washing, Funerals, and other small Expenses	-	-	-	-	-	-	145 - 2	195 1 8
Salaries	-	-	-	-	£. 1,103	7 6	1,374 - -	1,404 - -
Rent, Taxes, &c.	-	-	-	-	125	12 4		
Contingencies	-	-	-	-	145	- 2		
(Gas, £. 223, provided for under Vote No. 11.)								
CHATHAM:								
Deputy Inspector General of Hospitals	-	-	-	-	-	-	511 - -	512 8 -
Two Assistant Surgeons	-	-	-	-	-	-	419 15 -	420 18 -
Purveyor	-	-	-	-	-	-	100 - -	100 - -
Chaplain	-	-	-	-	-	-	100 - -	100 - -
Clerk to Hospital Depot for Stores	-	-	-	-	-	-	45 - -	45 - -
Lodging Money to Chaplain	-	-	-	-	-	-	60 - -	60 - -
Rates and Taxes	-	-	-	-	-	-	60 17 6	60 17 6
For Shaving, sweeping Chimneys, Funerals, and other small Expenses	-	-	-	-	-	-	80 7 6	59 16 6
Salaries	-	-	-	-	£. 1,175	15 -	1,377 - -	1,359 - -
Rent, Taxes, &c.	-	-	-	-	120	17 6		
Contingencies	-	-	-	-	80	7 6		
(Gas, £. 62, provided for under Vote No. 11.)								
PORTSMOUTH:								
(MARINE INFIRMARY—FORTON.)								
Staff Surgeon	-	-	-	-	-	-	401 10 -	402 12 -
Two Assistant Surgeons	-	-	-	-	-	-	447 2 6	448 7 -
House Rent to Staff Surgeon	-	-	-	-	-	-	70 - -	70 - -
For Shaving, Washing, Allowance for repairing Bedding, Funerals, and other small Expenses	-	-	-	-	-	-	10 7 6	10 1. -
Salaries	-	-	-	-	£. 848	12 6	929 - -	931 - -
Rent, Taxes, &c.	-	-	-	-	70	- -		
Contingencies	-	-	-	-	10	7 6		
PORTSMOUTH:								
(MARINE ARTILLERY INFIRMARY—FORT CUMBERLAND.)								
Staff Surgeon	-	-	-	-	-	-	456 5 -	402 12 -
Assistant Surgeon	-	-	-	-	-	-	209 17 6	210 9 -
House Rent to Staff Surgeon	-	-	-	-	-	-	70 - -	- - -
Rent of House at Southsea for Dispensary and Quarters for Assistant Surgeon	-	-	-	-	-	-	35 - -	35 - -
For Shaving, Washing, Allowance for repairing Bedding, Funerals, and other small Expenses	-	-	-	-	-	-	78 17 6	78 19 -
Salaries	-	-	-	-	£. 666	2 6	850 - -	727 - -
Rent, Taxes, &c.	-	-	-	-	105	- -		
Contingencies	-	-	-	-	78	17 6		

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—continued.

MARINE INFIRMARIES—continued.

PLYMOUTH:

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
	£. s. d.	£. s. d.
Staff Surgeon - - - - -	328 10 -	329 8 -
Two Assistant Surgeons - - - - -	447 2 6	420 18 -
Rates and Taxes - - - - -	18 17 6	18 17 6
Rent of Water - - - - -	24 - -	{ Provided for under Plymouth Bar- racks.
Washing, Shaving, Postage, and other small Expenses - - - - -	30 10 -	
Salaries - - - - - £. 775 12 6	849 - -	795 - -
Rent, Taxes, &c. - - - - - 42 17 6		
Contingencies - - - - - 30 10 -		

DEAL:

Staff Surgeon - - - - -	{ Borne on the Books of Her Majesty's Ship "Formidable," and paid Sea Pay under Vote No. 1 - - - - -	—	—
Assistant Surgeon - - - - -		—	—
Washing, Shaving, Postage, Carriage of Stores, and other small Expenses - - - - -		48 - -	{ Not specially pro- vided for in pre- vious years.
Contingencies - - - - - £. 48 - - - - - £.		48 - -	

NAVAL PRISON, LEWES:

Governor * from 350 l. to 400 l. per annum - - - - -	360 17 6	{ Provided for in 1863-64, under Vote No. 13, Miscellaneous Services.
Chaplain * - - - - -	200 - -	
Local Medical Practitioner - - - - -	100 - -	
Pay of Warders, Assistant Warders, Schoolmaster, Messengers, &c. - - - - -	1,436 10 10	
For Lodging Money to those of the above unprovided with Quarters - - - - -	223 7 6	
For Allowances for Clothing to Warders, &c. - - - - -	71 17 6	
For Fuel and Lights, &c. - - - - -	135 - -	
For Postage, Advertisements, and other Contingencies - - - - -	140 6 8	
For Clothing for Prisoners - - - - -	80 - -	
£.	2,748 - -	—

(Gas, £. 70, provided for under Vote No. 11.)

* In addition to Half-pay.

No. 6.—HER MAJESTY'S ESTABLISHMENTS AT HOME—*continued.*

A B S T R A C T.				Salaries.	Rents and Taxes.	Contingencies.	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
		Page		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
NAVAL YARDS	DEPTFORD - - -	22		9,375 15 -	405 10 -	354 15 -	10,136 - -	10,100 - -
	WOOLWICH - - -	23		15,537 2 6	639 10 -	672 7 6	16,849 - -	16,789 - -
	DITTO (Steam Factory) - -	23		1,845 - -	50 - -	65 - -	1,960 - -	1,960 - -
	CHATHAM - - -	24		19,081 1 6	470 10 -	530 8 6	20,082 - -	19,354 - -
	SHEERNESS - - -	25		14,646 5 5	640 5 -	642 9 7	15,929 - -	15,993 - -
	DITTO (Steam Factory) - -	26		1,075 - -	- - -	10 - -	1,085 - -	1,033 - -
	PORTSMOUTH - - -	26		23,114 2 -	1,712 - -	1,047 18 -	25,874 - -	24,886 - -
	DITTO (Steam Factory) - -	27		1,845 - -	- - -	65 - -	1,910 - -	1,910 - -
	DEVONPORT - - -	28		25,311 7 9	1,645 - -	1,154 12 3	28,111 - -	27,690 - -
	DITTO (Steam Factory) - -	29		1,551 - -	50 - -	15 - -	1,616 - -	1,606 - -
	PEMBROKE - - -	30		9,730 15 -	194 15 -	385 10 -	10,311 - -	10,762 - -
	DEAL - - -	30		- - -	- - -	- - -	- - -	312 - -
£.				123,112 9 2	5,807 10 -	4,943 - 10	133,863 - -	132,295 - -
VICTUALLING ESTABLISHMENTS	ROYAL VICTORIA, DEPTFORD	31		9,244 15 -	563 17 6	278 7 6	10,092 - -	9,894 - -
	ROYAL CLARENCE, WEEVIL (Gosport) - - -	32		5,040 15 -	107 15 -	196 10 -	5,345 - -	5,266 - -
	ROYAL WILLIAM, CREMILL (Plymouth) - - -	33		4,819 10 -	400 - -	208 10 -	5,428 - -	5,508 - -
	HAULBOWLINE - - -	33		967 3 1	145 - -	59 16 11	1,172 - -	1,157 - -
£.				20,072 3 1	1,221 12 6	743 4 5	22,037 - -	21,825 - -
MEDICAL ESTABLISHMENTS	HASLAR - - -	34		6,269 14 5	422 19 6	575 6 1	7,268 - -	8,239 - -
	PLYMOUTH - - -	34		3,986 17 6	162 7 6	162 15 -	4,312 - -	4,315 - -
	HAULBOWLINE - - -	34		891 2 6	- - -	56 17 6	948 - -	907 - -
	YARMOUTH - - -	35		1,139 10 -	28 14 -	158 16 -	1,327 - -	- - -
£.				12,287 4 5	614 1 -	953 14 7	13,855 - -	13,461 - -
TRANSPORT ESTABLISHMENT	DEPTFORD - - -	35		911 5 -	265 5 -	75 10 -	1,252 - -	1,120 - -
					£. 340 15 -			
MARINE DIVISIONS	WOOLWICH - - -	35		328 - -	1,363 4 6	1,085 15 6	2,777 - -	1,985 - -
	CHATHAM - - -	36		364 10 -	583 1 -	647 9 -	1,595 - -	1,292 - -
	PORTSMOUTH (Marine Barracks, Forton) - -	36		288 17 -	1,187 8 6	969 14 6	2,446 - -	2,061 - -
	PORTSMOUTH (Marine Artillery Barracks, Fort Cumberland) - -	37		236 15 -	2,124 15 -	636 10 -	2,998 - -	1,945 - -
	PLYMOUTH - - -	37		410 2 6	1,858 11 -	871 6 6	3,140 - -	2,116 - -
	DEAL RECRUITING DEPÔT -	37		18 5 -	167 - -	250 15 -	436 - -	Not specially provided for in previous years.
	£.			1,646 9 6	7,284 - -	4,461 10 6	13,392 - -	9,399 - -
				£. 13,392 - -				
MARINE INFIRMARIES	WOOLWICH - - -	38		1,103 7 6	125 12 4	145 - 2	1,374 - -	1,404 - -
	CHATHAM - - -	38		1,175 15 -	120 17 6	80 7 6	1,377 - -	1,359 - -
	PORTSMOUTH (Marine Infirmary, Forton) - -	38		848 12 6	70 - -	10 7 6	929 - -	931 - -
	PORTSMOUTH (Marine Artillery Infirmary, Fort Cumberland) - -	38		666 2 6	105 - -	78 17 6	850 - -	727 - -
	PLYMOUTH - - -	39		775 12 6	42 17 6	30 10 -	849 - -	795 - -
	DEAL - - -	39		- - -	- - -	48 - -	48 - -	Not specially provided for in previous years.
	£.			4,569 10 -	464 7 4	393 2 8	5,427 - -	5,216 - -
				£. 5,427 - -				
NAVAL PRISON, LEWES - - -				- - -	- - -	- - -	2,748 - -	Provided for in 1863-64, under Vote No. 13, Miscellaneous Services.
TOTAL - - -				£.			192,574 - -	183,316 - -

Note.—The addition made to the foregoing Abstract of the separate amounts required for “Salaries,” “Rents and Taxes,” and “Contingencies,” is in order to facilitate a comparison between the Estimate and the Expenditure under the Heads in the Departmental Ledger, in accordance with the suggestion contained in the Third Report from the Committee of Public Accounts of 1862, and to meet the requirements of the Treasury Minute of the 27 January 1863 (Parliamentary Papers, No. 467, 29 July 1862, p. 7, and No. 52 of 1863.)

— No. 7. —

HER MAJESTY'S ESTABLISHMENTS ABROAD.

NAVAL YARDS.		REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
GIBRALTAR:			
Naval Officer in charge of Establishments, &c. (in addition to his Pay and Allowances as Captain of the First Class)		£. s. d.	£. s. d.
Two Clerks, from 90 <i>l.</i> to 300 <i>l.</i> per annum		161 5 -	161 5 -
Temporary employment of Clerks		348 15 11	333 15 11
Engineer (2d Class Chief)		146 - -	146 8 -
Clerk of Works, from 250 <i>l.</i> to 350 <i>l.</i> per annum		210 - -	210 - -
Allowance in lieu of Stationery		350 - -	350 - -
Rates, Postage, and other small Expenses		15 - -	15 - -
		24 19 1	24 11 1
Salaries	£. 1,216 - 11		
Rents, Taxes, and Contingencies	39 19 1	£. 1,256 - -	£. 1,241 - -
MALTA:			
Admiral Superintendent (in addition to his Full Pay and Allowances as Rear-Admiral)		65 - -	65 - -
Master Attendant and Queen's Harbour Master		500 - -	500 - -
Master Shipwright		550 - -	550 - -
Naval Storekeeper and Accountant		600 - -	600 - -
Chaplain		300 - -	300 - -
Boatswain		230 - -	230 - -
Clerks {two Senior, from 315 <i>l.</i> to 450 <i>l.</i> per annum	£. 900 - -		
{six, from 90 <i>l.</i> to 300 <i>l.</i> per annum	1,254 10 -	2,154 10 -	2,124 10 -
Temporary employment of Clerks		233 10 -	292 16 -
Engineer in charge of the Machinery in both the Naval and Victualling Yards		500 - -	500 - -
Foreman of Shipwrights		180 - -	180 - -
Foreman of Smiths		160 - -	160 - -
Foreman of Engineer Smiths		160 - -	160 - -
Foreman of Fitters		180 - -	180 - -
Inspector of Police		140 - -	140 - -
Schoolmaster of the Dockyard School, from 150 <i>l.</i> to 200 <i>l.</i> per annum	£. 160 - -		
(Increase of salary not to be continued to his successor)		200 - -	190 - -
Assistant ditto	40 - -		
Director of Works Department:			
Assistant Civil Engineer, from 350 <i>l.</i> to 500 <i>l.</i> per annum		475 - -	460 - -
Clerk of Works, from 250 <i>l.</i> to 350 <i>l.</i> per annum		300 - -	290 - -
Clerk and Accountant, from 150 <i>l.</i> to 300 <i>l.</i> per annum		210 - -	200 - -
Rent of House for the Commander-in-Chief		125 - -	125 - -
Rent of Stable for ditto		15 - -	15 - -
Allowances for House Rent.			
To the Superintendent's Secretary (borne in Her Majesty's Ship "Hibernia")	£. 50 - -		
To Surgeon ditto	50 - -		
To established Clerks. {two, at 40 <i>l.</i> a year each	200 - -		
{four, at 30 <i>l.</i> "}			
To Temporary Clerk	30 - -		
To Inspector of Police	30 - -	480 - -	420 - -
To Schoolmaster	30 - -		
Director of Works Department:			
To Assistant Civil Engineer	50 - -		
To Clerk and Accountant	40 - -		
Allowances in lieu of Stationery.			
To the Admiral Superintendent	£. 40 - -		
" Master Attendant	3 - -		
" Naval Storekeeper and Accountant	12 - -	66 2 -	66 2 -
" Master Shipwright	4 10 -		
" Surgeon (borne in Her Majesty's Ship "Hibernia")	2 2 -		
" Engineer	4 10 -		
Postage, Printing, Advertisements, Chapel Allowances, and other small Expenses		122 18 -	122 12 -
Salaries	£. 7,138 - -		
Rents, Taxes, and Contingencies	809 - -	£. 7,947 - -	£. 7,871 - -

No. 7.—HER MAJESTY'S ESTABLISHMENTS ABROAD—*continued.*

NAVAL YARDS— <i>continued.</i>		REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
HALIFAX:		£. s. d.	£. s. d.
Naval and Victualling Storekeeper and Accountant (salary of successor to be 500 <i>l.</i> a year) - - - - -	- - - - -	600 - -	600 - -
Three Clerks from 90 <i>l.</i> to 300 <i>l.</i> per annum - - - - -	- - - - -	476 14 3	435 - -
Allowance to ditto to meet increased Cost of Living - - - - -	- - - - -	150 - -	100 - -
Foreman of Shipwrights (Increase of Salary of £.40 not to be continued to his successor) - - - - -	- - - - -	200 - -	200 - -
Allowance to Roman Catholic Chaplain - - - - -	- - - - -	20 - -	20 - -
Supply of Water by Contract - - - - -	- - - - -	120 - -	120 - -
Allowance for House-rent to two Clerks - - - - -	- - - - -	60 - -	30 - -
Rates and Taxes - - - - -	- - - - -	19 5 -	19 5 -
Allowance in lieu of Stationery to the Naval and Victualling Storekeeper and Accountant - - - - -	- - - - -	12 - -	12 - -
Printing, Advertisements, Postage, Sweeping Chimneys, and other small Expenses - - - - -	- - - - -	79 - 9	78 15 -
Salaries - - - - - £.1,426 14 3	- - - - -	1,737 - -	1,615 - -
Rents, Taxes, and Contingencies - - - - - 310 5 9	- - - - -		
(Gas £.50, provided for under Vote No. 11.)			
BERMUDA:			
Naval Officer in charge of Establishments, &c. (in addition to his Full Pay as Captain of the First Class) - - - - -	- - - - -	161 5 -	161 5 -
Naval and Victualling Storekeeper and Accountant - - - - -	- - - - -	600 - -	600 - -
Chaplain * - - - - -	- - - - -	400 - -	400 - -
Clerks { one Senior, from 315 <i>l.</i> to 450 <i>l.</i> per annum - - - - - £.414 9 11	}	759 9 11	837 1 7
three, from 90 <i>l.</i> to 300 <i>l.</i> per annum - - - - - 345 - -			
Temporary Employment of Clerks - - - - -	- - - - -	221 5 -	130 - -
Leading Man of Storehouses - - - - -	- - - - -	120 - -	120 - -
Schoolmaster of the Dockyard School - - - - -	- - - - -	100 - -	100 - -
Allowance to the above Clerks and to the Schoolmaster to meet increased Cost of living - - - - -	- - - - -	300 - -	200 - -
Director of Works' Department:			
Clerk of the Works, from 250 <i>l.</i> to 350 <i>l.</i> per annum - - - - -	- - - - -	250 - -	- - -
Foreman of Works, from 200 <i>l.</i> to 250 <i>l.</i> per annum - - - - -	- - - - -	- - -	250 - -
Allowance to Roman Catholic Chaplain - - - - -	- - - - -	20 - -	20 - -
Allowance to Schoolmaster, for House-rent - - - - -	- - - - -	- - -	30 - -
Allowances in lieu { To the Naval Officer in charge - - - - - £.15 - -	}	30 - -	27 - -
of Stationery { " Naval and Victualling Storekeeper and Accountant - - - - - 15 - -			
Postage, Advertisements, Printing, Allowance to the Clerk of the Chapel, and other small Expenses - - - - -	- - - - -	66 - 1	66 13 5
Salaries - - - - - £.2,911 19 11	- - - - -	3,028 - -	2,942 - -
Rents, Taxes, and Contingencies - - - - - 116 - 1	- - - - -		
ANTIGUA:			
Clerk in Charge - - - - -	- - - - -	350 - -	350 - -
Purchase of Stationery, Travelling Charges, and other small Expenses - - - - -	- - - - -	36 - -	36 - -
Salaries - - - - - £.350 - -	- - - - -	386 - -	386 - -
Rents, Taxes, and Contingencies - - - - - 36 - -	- - - - -		
JAMAICA:			
Clerk in Charge - - - - -	- - - - -	500 - -	500 - -
Two Clerks from 90 <i>l.</i> to 300 <i>l.</i> per annum - - - - -	- - - - -	352 1 5	327 1 5
Allowance to ditto, to meet increased Cost of Living - - - - -	- - - - -	100 - -	100 - -
Temporary Employment of Clerks - - - - -	- - - - -	182 10 -	91 10 -
Store Porter - - - - -	- - - - -	120 - -	120 - -
Allowance for House Rent to a Clerk - - - - -	- - - - -	30 - -	30 - -
Ditto - - ditto - - to Temporary Clerks - - - - -	- - - - -	91 5 -	45 15 -
Allowance to Roman Catholic Priest - - - - -	- - - - -	20 - -	- - -
Allowance in lieu of Stationery to the Clerk in Charge - - - - -	- - - - -	15 - -	15 - -
Travelling Charges, Advertisements, and other small Expenses - - - - -	- - - - -	40 3 7	40 13 7
Salaries - - - - - £.1,254 11 5	- - - - -	1,451 - -	1,270 - -
Rents, Taxes, and Contingencies - - - - - 196 8 7	- - - - -		

* In addition to Half-pay.

No. 7.—HER MAJESTY'S ESTABLISHMENTS ABROAD—*continued.*NAVAL YARDS—*continued.*

CAPE OF GOOD HOPE:

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
	£. s. d.	£. s. d.
Naval Officer in charge of Establishments, &c. (in addition to his Pay as Captain, R.N.) - - - - -	252 10 -	252 10 -
Additional Master of Flag Ship, for Service in the Naval Yard (Allowance in addition to his Full Pay) - - - - -	91 5 -	- - -
Clerks {one Senior, from 315 <i>l.</i> to 450 <i>l.</i> per annum - - - - - £. 392 8 4 {one from 90 <i>l.</i> to 300 <i>l.</i> per annum - - - - - 100 - - - }	492 8 4	467 8 4
Allowance to ditto to meet increased cost of living - - - - -	100 - -	100 - -
Store Porter - - - - -	120 - -	120 - -
Allowance to Chaplain (in addition to Full Pay) - - - - -	100 - -	100 - -
Allowance to Chief Engineer (ditto - ditto) - - - - -	73 - -	54 15 -
Allowance to Roman-catholic Priest - - - - -	20 - -	20 - -
Allowance for House Rent to Clerk - - - - -	30 - -	30 - -
Allowances in lieu {To the Naval Officer in Charge - - - - - £. 18 - - {To the Master, additional on board Flag- of Stationery - ship, for service in the Yard - - - 10 - - }	28 - -	28 - -
Travelling Charges, Postage, Advertisements, and other small Expenses - - -	230 16 8	230 6 8
Salaries - - - - - £. 1,229 3 4 } - - £.	1,538 - -	1,403 - -
Rent, Taxes, and Contingencies - - - 308 16 8 }		

TRINCOMALEE:

Naval and Victualling Storekeeper and Accountant - - - - -	600 - -	600 - -
Two Clerks, from 90 <i>l.</i> to 300 <i>l.</i> per annum - - - - -	485 - -	475 - -
Allowance to ditto to meet increased cost of living - - - - -	100 - -	100 - -
Allowance to one of the above for performing the duties of Foreman of Shipwrights - - - - -	80 - -	80 - -
Temporary Employment of Clerks - - - - -	46 19 -	47 2 -
Allowances for {to additional Surgeon of H. M. S. "Severn" - - - - - £. 30 - - {to a Clerk - - - - - 30 - - }	60 - -	30 - -
Allowance in lieu of Stationery to the Naval and Victualling Storekeeper and Accountant - - - - -	30 - -	30 - -
Allowance for a Horse to ditto - - - - -	42 11 -	- - -
Postage and other small Expenses - - - - -	9 10 -	9 18 -
Salaries - - - - - £. 1,311 19 - } - - £.	1,454 - -	1,372 - -
Rents, Taxes, and Contingencies - - - 142 1 - }		

HONG KONG:

Naval Officer in charge of Establishments, &c. (in addition to his Pay as Captain, R.N.) - - - - -	343 15 -	343 15 -
Naval and Victualling Storekeeper - - - - -	600 - -	600 - -
Accountant - - - - -	600 - -	600 - -
Acting Master Attendant - - - - -	500 - -	500 - -
Clerks {two Senior, from 315 <i>l.</i> to 450 <i>l.</i> per annum - - - - - £. 660 - - {seven, from 90 <i>l.</i> to 300 <i>l.</i> per annum - - - - - 658 7 - }	1,318 7 -	1,470 - -
Allowance to ditto to meet increased cost of living - - - - -	900 - -	900 - -
Master of H.M. S. "Princess Charlotte" Depôt and Receiving Ship for charge of Naval Stores, and for acting as Harbour Master (Allowance in addition to Sea Pay) - - - - -	100 - -	100 - -
Allowances for {to the Naval and Victualling Storekeeper - - - - - £. 200 - - {to the Accountant - - - - - 200 - - {to the Acting Master Attendant - - - - - 100 - - House Rent - {to the Established Clerks {2 at 100 <i>l.</i> each - } 760 - - {7 at 80 <i>l.</i> each - } {to the Inspector of machinery afloat - - - 100 - - }	1,360 - -	1,360 - -
Allowances in lieu of Stationery {to the Naval Officer - - - - - 12 - - {to the Naval and Victualling Storekeeper - - - 20 - - {to the Accountant - - - - - 20 - - }	52 - -	52 - -
Advertisements, Boat Hire, Postage, &c., and other small Expenses - - -	150 18 -	150 5 -
Salaries - - - - - £. 4,362 2 - } - - £.	5,925 - -	6,076 - -
Rents, Taxes, and Contingencies - - - 1,562 18 - }		

No. 7.—HER MAJESTY'S ESTABLISHMENTS ABROAD—continued.

VICTUALLING ESTABLISHMENTS.				REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
				£. s. d.	£. s. d.
MALTA:					
Victualling Storekeeper and Accountant	-	-	-	600	600
Clerks { one, senior from 315 l. to 450 l. per annum	-	-	£. 450	754	940
two, from 90 l. to 300 l. per annum	-	-	304		
Temporary employment of Clerks	-	-	-	127 15	128 2
Master Miller and Baker	-	-	-	175	175
Allowances for House Rent to the established Clerks	-	-	-	60	70
Allowance in lieu of Stationery to the Victualling Storekeeper and Accountant	-	-	-	15 10	15 10
Advertisements and other small Expenses	-	-	-	21 14 4	21 8
Salaries -	-	-	£. 1,656 15 8	1,754	1,950
Rent, Taxes, and Contingencies -	-	-	97 4 4		
HALIFAX:					
Victualling Storekeeper and Accountant (paid as Naval Storekeeper and Accountant)	-	-	-	—	—
Clerk, from 90 l. to 300 l. per annum	-	-	-	200	190
Temporary Employment of Clerks	-	-	-	91 5	—
Allowance to Clerk to meet increased cost of living	-	-	-	50	50
Allowance in lieu of Stationery to the Victualling Storekeeper and Accountant	-	-	-	6	6
Fuel, Advertisements, and other small Expenses	-	-	-	18 15	18
Salaries -	-	-	£. 341 5	366	264
Rents, Taxes, and Contingencies -	-	-	24 15		
(Gas £. 25, provided for under Vote No. 11.)					
JAMAICA:					
Paymaster in charge of Victualling Stores at Port Royal	-	-	-	250	250
Clerk, from 90 l. to 300 l. per annum	-	-	-	200	205
Temporary Employment of Clerks	-	-	-	91 5	—
Allowance to Clerk to meet increased cost of living	-	-	-	50	50
Allowance to ditto, for House Rent	-	-	-	30	30
Allowances in lieu of Stationery	-	-	-	10 10	10 10
Travelling Expenses, Advertisements, and other small Expenses	-	-	-	37 5	37 10
Salaries -	-	-	£. 591 5	669	583
Rents, Taxes, and Contingencies -	-	-	77 15		
ASCENSION:					
Allowance to the Captain	} Of Her Majesty's Ship "Mæander," in addition to their Full Pay	-	-	100	100
Ditto - Paymaster		-	-	150	150
Ditto - Chaplain		-	-	40	40
Ditto - Surgeon		-	-	40	40
Salary of the Gardener (Increase of Salary of 50 l., not to be continued to his Successor)	-	-	-	150	150
Ditto - Under Gardener	-	-	-	55	55
Ditto - Ditto, and Shepherd	-	-	-	55	55
Allowance to the Mistress of the Infant School	-	-	-	16	16
Allowance in lieu of Stationery to the Captain (10 l.), Paymaster (40 l.), and Chaplain (4 l.), and Chapel Allowances (8 l.)	-	-	-	62	62
Salaries -	-	-	£. 606	668	668
Rents, Taxes, and Contingencies -	-	-	62		

No. 7.—HER MAJESTY'S ESTABLISHMENTS ABROAD—*continued.*

ABSTRACT.

A B S T R A C T.				SALARIES.			Rents, Taxes, and Contingencies.			REQUIRED for the Service of the Year 1864/65.			LAST VOTE for the Financial Year 1862/64.			
Page.				£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	
NAVAL YARDS	GIBRALTAR	-	-	41	1,216	-	11	39	19	1	1,256	-	-	1,241	-	-
	MALTA	-	-	41	7,138	-	-	809	-	-	7,947	-	-	7,871	-	-
	HALIFAX	-	-	42	1,426	14	3	310	5	9	1,737	-	-	1,615	-	-
	BERMUDA	-	-	42	2,911	19	11	116	-	1	3,028	-	-	2,942	-	-
	ANTIGUA	-	-	42	350	-	-	36	-	-	386	-	-	386	-	-
	JAMAICA	-	-	42	1,254	11	5	196	8	7	1,451	-	-	1,270	-	-
	CAPE OF GOOD HOPE	-	-	43	1,229	3	4	308	16	8	1,538	-	-	1,403	-	-
	TRINCOMALEE	-	-	43	1,311	19	-	142	1	-	1,454	-	-	1,372	-	-
	HONG KONG	-	-	43	4,362	2	-	1,562	18	-	5,925	-	-	6,076	-	-
£.				21,200	10	10	3,521	9	2	24,722	-	-	24,176	-	-	
VICTUALLING ESTABLISHMENTS	MALTA	-	-	44	1,656	15	8	97	4	4	1,754	-	-	1,950	-	-
	HALIFAX	-	-	44	341	5	-	24	15	-	366	-	-	264	-	-
	JAMAICA	-	-	44	591	5	-	77	15	-	669	-	-	583	-	-
	ASCENSION	-	-	44	606	-	-	62	-	-	668	-	-	668	-	-
	SIERRA LEONE	-	-	45	100	-	-	42	-	-	142	-	-	106	-	-
	CAPE OF GOOD HOPE	-	-	45	410	-	-	49	-	-	459	-	-	414	-	-
	SYDNEY	-	-	45	100	-	-	-	-	-	100	-	-	100	-	-
	ST. HELENA	-	-	45	100	-	-	-	-	-	100	-	-	100	-	-
£.				3,905	5	8	352	14	4	4,258	-	-	4,185	-	-	
MEDICAL ESTABLISHMENTS	MALTA	-	-	45	1,530	15	-	99	5	-	1,630	-	-	1,563	-	-
	BERMUDA	-	-	45	1,449	17	6	14	2	6	1,464	-	-	1,424	-	-
	JAMAICA	-	-	46	1,782	11	-	146	9	-	1,929	-	-	1,917	-	-
	CAPE OF GOOD HOPE	-	-	46	870	2	6	163	17	6	1,034	-	-	1,035	-	-
	HONG KONG	-	-	46	2,424	-	-	205	-	-	2,629	-	-	2,070	-	-
£.				8,057	6	-	628	14	-	8,686	-	-	8,009	-	-	
TOTAL				-	-	-	£.	37,666	-	-	36,370	-	-	-	-	-

Note.—The addition made to the foregoing abstract, of the separate amounts required for “Salaries,” and “Rents, Taxes, and Contingencies,” is in order to facilitate a comparison between the Estimate and the Expenditure under the heads in the Departmental Ledger, in accordance with the suggestion contained in the Third Report from the Committee of Public Accounts of 1862, and to meet the requirements of the Treasury Minute of the 27th January 1863 (Parliamentary Papers, No. 467, 29 July 1862, p. v, and No. 52, of 1863).

— No. 8. —

WAGES TO ARTIFICERS, LABOURERS AND OTHERS EMPLOYED IN HER MAJESTY'S ESTABLISHMENTS AT HOME.

NAVAL YARDS:						REQUIRED for the Service of the Year 1864/65.			LAST VOTE for the Financial Year 1863/64.				
For the Wages of Shipwrights, other Artificers, and Labourers, employed in the following Dockyards; viz.													
						Number of Men.		£. s. d.		£. s. d.			
						1864/65. 1863/64.							
Deptford	-	-	-	-	-	506	553	35,540	-	-	38,244	-	-
						117*	117*						
Woolwich	-	-	-	-	-	1,032	1,087	76,220	-	-	75,726	-	-
						282*	282*						
Chatham	-	-	-	-	-	1,467	1,544	97,512	-	-	99,182	-	-
						108*	116*						
Sheerness	-	-	-	-	-	966	1,022	65,433	-	-	69,083	-	-
						109*	109*						
Portsmouth	For detailed Statement of the Num- ber and Description of the Work- men in the several Trades, see AP- PENDIX, p. 108					2,194	2,320	146,014	-	-	154,822	-	-
Devonport						2,047	2,159	141,889	-	-	145,988	-	-
						320*	320*						
Pembroke	-	-	-	-	-	765	782	52,947	-	-	53,279	-	-
						129*	129*						
Deal (includ- ing Watch- men)	-	-	-	-	-	-	-	110	-	-	591	-	-
Haulbowline	-	-	-	-	-	-	-	400	-	-	400	-	-
Establishment						8,977	9,417						
Hired Labourers, 1st Class						1,291*	1,299*						
Note.—It is intended to reduce the number as vacancies occur to 9,621, the number established by Order in Council of 19 June 1850.						10,268	10,716	616,065	-	-	637,315	-	-
For the Wages of Hired Men (Coppersmiths) in Portsmouth Yard, to make Grant's Condensers						45	45	3,000	-	-	3,000	-	-
For Hired Spinners, Labourers, and House Boys, for getting up Store of Yarn, &c.						444	419	13,414	-	-	19,343	-	-
For Hired Sailmakers						4	-	240	-	-	-	-	-
For Hired Line and Twine Spinners (Women)						6	5	188	-	-	157	-	-
For Supernumerary Shipwrights at Pembroke						37	49	2,637	-	-	3,482	-	-
For Colour Women to make Flags, &c.						43	43	1,009	-	-	1,009	-	-
For the Wages of Hired Artificers and Labourers, with re- ference to the Establishment of Shipwrights						5,678	1,946	324,979	-	-	80,000	-	-
For the Wages of Hired Artificers to build an Iron Cased Ship at Chatham						-	1,000	-	-	-	70,700	-	-
TOTAL of Established and hired Workmen						16,525	14,223						
For the Wages of hired Artificers and Labourers, to be employed specially on the Repair of Ships										10,000		-	-
								£.		961,532		-	-
For the Wages of Artificers and Labourers employed in the Steam Factories, as follows; viz.										825,000		-	-
						Estimated Number of Men.							
						1864/65. 1863/64.							
Woolwich	For detailed Statement of the Num- ber and Description of the Work- men in the several Trades, see AP- PENDIX, p. 109.					729	529	43,600	-	-	30,800	-	-
Sheerness						570	556	35,660	-	-	35,000	-	-
Portsmouth						825	750	46,000	-	-	44,000	-	-
Devonport						770	636	46,000	-	-	38,000	-	-
(Keyham.)						2,894	2,471						
Carried forward						£.		1,132,792		-		972,806	

No. 8.—WAGES TO ARTIFICERS, &c. in HER MAJESTY'S ESTABLISHMENTS AT HOME—continued.

NAVAL YARDS—continued.		REQUIRED for the Service of the Year 1864/65.			LAST VOTE for the Financial Year 1863/64.		
		£.	s.	d.	£.	s.	d.
Brought forward - - -		1,132,792	-	-	972,806	-	-
For Extra Pay to Artificers, &c. of the Fleet - - - - -		8,000	-	-	6,000	-	-
For Survey Valuation of Stock of Timber, Timber Materials and Stores in Her Majesty's Dockyards, and for Charges for Survey of Stock to be held at Chatham, on the 1st of April 1864 - - - - -		3,000	-	-	—	-	-
For the Wages of Persons employed for Yard Service afloat, in Steam Tugs, Hoys, &c. - - - - -		17,533	-	-	17,949	-	-
For the Hire of Teams at the following Yards; viz.							
Deptford - - - - -	£. 607 - -						
Woolwich - - - - -	1,152 - -						
Chatham - - - - -	2,492 - -						
Sheerness - - - - -	1,168 - -						
Portsmouth - - - - -	2,106 - -						
Devonport - - - - -	2,533 - -						
Pembroke - - - - -	2,163 - -						
		12,221	-	-	12,841	-	-
		£. 1,173,546	-	-	1,009,596	-	-
VICTUALLING YARDS:							
For the Wages of Artificers Labourers, &c. employed at the following Establishments; viz.		Number of Men, as per Establishment.					
		1864/65.	1863/64.				
Royal Victoria (Deptford) - - -	For detailed Statement of the Numbers and Description of Work- men in the several Trades, see APPENDIX, p. 109.	233	235	23,400	-	-	26,400 - -
Royal Clarence (Weevil) - - -		88	86	6,450	-	-	5,850 - -
Royal William (Cremill) - - -		86	85	6,700	-	-	6,600 - -
Haulbowline (including Watchmen) - - -		13	13	1,270	-	-	1,270 - -
Lesser Establishments (Deal and Dungeness) - - -		—	—	-	-	-	80 - -
		420	419	37,820	-	-	40,200 - -
For the Wages of Victualling Yard Hoys - - - - -		4,440	-	-	4,440	-	-
		£. 42,260	-	-	44,640	-	-
MEDICAL DEPARTMENT:							
For the Wages of Matrons, Porters, Barbers, Attendants on Lunatics, Cooks, Labourers, Nurses on the Establishment and for occasional employment, and Clothing for Nurses, at the following Hospitals; viz.							
Haslar Hospital - - - - -		7,773	-	-	9,426	-	-
Plymouth Hospital - - - - -		5,482	-	-	5,434	-	-
Haulbowline Hospital - - - - -		488	-	-	486	-	-
Yarmouth Lunatic Asylum - - - - -		1,933	-	-	—	-	-
		£. 15,676	-	-	15,346	-	-
TRANSPORT ESTABLISHMENT:							
For the Wages of Labourers employed for Transport Service at Deptford -		£. 380	-	-	328	-	-

No. 8.—WAGES TO ARTIFICERS, &c. in HER MAJESTY'S ESTABLISHMENTS AT HOME—*continued.*

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
MARINE INFIRMARIES:		
For the Wages of Matrons, Nurses, and other inferior Servants, and for Clothing for Nurses at the several Infirmaryes; viz.	£. s. d.	£. s. d.
Woolwich - - - - -	2,251 - -	2,247 - -
Chatham - - - - -	1,826 - -	1,813 - -
Forton (Gosport) - - - - -	47 - -	47 - -
Portsmouth (Fort Cumberland, Marine Artillery) - - -	251 - -	251 - -
Plymouth - - - - -	400 - -	400 - -
Deal - - - - -	229 - -	229 - -
£.	5,004 - -	4,987 - -
POLICE DIVISIONS:		
For the Wages, Clothing, &c. of the Metropolitan Police Force employed in the several Dock and Victualling Yards, and Medical Establishments at Home, under Act 23 & 24 Vict., c. 135; viz.		
Woolwich Police Division:		
(Including Woolwich and Deptford Dock Yards, Royal Victoria Victualling Yard at Deptford, and Marine Infirmary at Woolwich.)		
1 Superintendent - - - - -	150 - -	150 - -
5 Inspectors - - - - -	591 10 -	623 4 -
20 Sergeants - - - - -	1,292 4 -	1,292 4 -
74 Constables - - - - -	3,827 4 -	3,972 16 -
100		
Clothing - - - - -	625 17 -	507 1 6
Allowances in lieu of Fuel - - - - -	99 13 4	—
Travelling Charges, Rewards and Expenses for apprehending Deserters and Offenders, Medical Attendance, Postage, Funeral Expenses, and other Contingencies - - - - -	199 11 8	130 14 6
£.	6,786 - -	6,676 -
Chatham Police Division:		
(Including Chatham and Sheerness Dockyards, and Melville Hospital, Chatham.)		
1 Superintendent - - - - -	180 - -	180 - -
6 Inspectors - - - - -	709 16 -	709 16 -
11 Sergeants - - - - -	764 8 -	764 8 -
95 Constables - - - - -	5,146 14 -	5,029 14 -
113		
Clothing - - - - -	707 1 4	533 16 3
Allowances in lieu of Fuel - - - - -	45 10 -	43 6 8
Travelling Charges, Rewards and Expenses for apprehending Deserters and Offenders, Postage, Funeral Expenses, and other Contingencies - - -	119 10 8	101 19 1
£.	7,673 - -	7,363 - -

No. 8.—WAGES TO ARTIFICERS, &c. in HER MAJESTY'S ESTABLISHMENTS AT HOME—*continued.*

	REQUIRED for the Service of the Year 1864/65.			LAST VOTE for the Financial Year 1863/64.		
	£.	s.	d.	£.	s.	d.
POLICE DIVISIONS—<i>continued.</i>						
Portsmouth Police Division:						
(Including Portsmouth, Dockyard, Royal Clarence Victualling Yard, Haslar Hospital, and Haslar Gunboat Slips, Gosport.)						
1 Superintendent - - - - -	175	-	-	175	-	-
7 Inspectors - - - - -	859	16	-	709	16	-
24 Sergeants - - - - -	1,619	16	-	1,619	16	-
125 Constables - - - - -	6,916	-	-	7,584	4	-
157						
Clothing - - - - -	997	15	10	799	4	6
Allowances in lieu of Fuel - - - - -	106	3	4	106	3	4
Travelling Charges, Rewards and Expenses for apprehending Deserters and Offenders, Postage, Funeral Expenses, and other Contingencies - - -	207	8	10	175	16	2
£.	10,882	-	-	11,170	-	-
Devonport Police Division:						
(Including Devonport Dockyard, Keyham Factory, Royal William Victualling Yard, and Naval Hospital at Plymouth.)						
1 Superintendent - - - - -	175	-	-	175	-	-
6 Inspectors - - - - -	709	16	-	591	10	-
20 Sergeants - - - - -	1,351	7	-	1,351	7	-
119 Constables - - - - -	6,492	4	-	6,546	16	-
146						
Clothing - - - - -	919	12	7	694	2	11
Allowances in lieu of Fuel - - - - -	95	6	8	95	6	8
Travelling Charges, Rewards and Expenses for apprehending Deserters and Offenders, Postage, Funeral Expenses, and other Contingencies - - -	179	13	9	149	17	5
£.	9,923	-	-	9,604	-	-
Pembroke Police Division:						
(Pembroke Dockyard.)						
1 Superintendent - - - - -	150	-	-	150	-	-
2 Inspectors - - - - -	236	12	-	236	12	-
3 Sergeants - - - - -	191	2	-	191	2	-
25 Constables - - - - -	1,339	-	-	1,339	-	-
31						
Clothing - - - - -	191	10	9	156	14	-
Allowances in lieu of Fuel - - - - -	11	18	4	16	5	-
Travelling Charges, Rewards and Expenses for apprehending Deserters and Offenders, Postage, Funeral Expenses, and other Contingencies - - -	93	16	11	106	7	-
£.	2,214	-	-	2,196	-	-

No. 8.—WAGES to ARTIFICERS, &c. in HER MAJESTY'S ESTABLISHMENTS AT HOME—continued.

POLICE DIVISIONS—continued.										REQUIRED for the Service of the Year 1864/65.			LAST VOTE for the Financial Year 1863/64.					
Charges of General Superintendence:										£. s. d.			£. s. d.					
Pay of the Inspecting Superintendent of the Police Divisions										-	-	£. 550	750	-	-	750	-	-
Allowance to ditto for Travelling Expenses										-	-	200	222	-	-	222	-	-
Proportionate part of the General Superintendence of the Police										-	-	-	972	-	-	972	-	-
												£.						

—No. 9.—

WAGES TO ARTIFICERS, &c., EMPLOYED IN HER MAJESTY'S ESTABLISHMENTS ABROAD.

				Number of Men.				REQUIRED for the Service of the Year 1864/65.			LAST VOTE for the Financial Year 1863/64.			
				1864-65.		1863-64.								
				Estab- lished.	Hired.	Estab- lished.	Hired.	£.	s.	d.	£.	s.	d.	
NAVAL YARDS - (Wages of Artifi- cers, &c.)	Gibraltar	-	-	3	32	3	32	2,181	-	-	2,181	-	-	
	Malta	-	-	59	160	61	223	9,235	-	-	11,451	-	-	
	Ditto, Police	-	-	-	-	-	-	2,243	-	-	2,243	-	-	
	Ditto, Factory	-	-	10	86	11	106	5,448	-	-	5,999	-	-	
	Ditto, Labour for Coaling Vessels	-	-	-	-	-	-	800	-	-	800	-	-	
	Halifax	-	-	37	-	37	-	2,365	-	-	2,401	-	-	
	Bermuda	-	-	54	137	52	133	10,429	-	-	9,964	-	-	
	Antigua	-	-	7	5	7	5	580	-	-	580	-	-	
	Jamaica	-	-	28	35	28	35	4,612	-	-	4,604	-	-	
	Sierra Leone	-	-	(See Victualling Establishment.)				60	-	-	60	-	-	
	Cape of Good Hope	-	-	6	23	6	23	1,902	-	-	1,902	-	-	
Trincomalee	-	-	26	15	26	15	629	-	-	631	-	-		
Hong Kong	-	-	36	97	36	91	7,029	-	-	6,780	-	-		
TOTAL				266	590	267	663	47,513	-	-	49,596	-	-	
Extra Pay to Artificers, &c. of the Fleet				-	-	-	-	8,000	-	-	6,000	-	-	
								£.	55,513	-	-	55,596	-	-

—No.

NAVAL STORES FOR THE BUILDING, REPAIR AND OUTFIT OF THE

	REQUIRED for the Service of the Year 1864/65.			LAST VOTE for the Financial Year 1863/64.		
	£.	s.	d.	£.	s.	d.
SECTION I.—STOREKEEPER GENERAL OF THE NAVY.						
For the Purchase of Naval Stores, for the Building, Repair and Outfit of the Fleet, viz.:						
Timber, Masts, Deals, &c. - - - - -	213,092	-	-	266,663	-	-
Metals and Metal Articles - - - - - £. 212,069						
Iron and Armour Plates for Iron and Iron-cased Ships - - 116,000						
Iron Beams - - - - - 9,000						
Iron Masts - - - - - 9,550						
	346,619	-	-	408,822	-	-
Hemp, Canvas, &c. - - - - -	81,223	-	-	168,345	-	-
Paint Materials, Oil, Pitch, Tar, Tallow, and other Miscellaneous Articles -	208,727	-	-	192,221	-	-
Coals and other Fuel for Steam Vessels and Dockyard purposes - -	275,439	-	-	266,000	-	-
For Supplies to and local Purchases of Stores at Coast Guard Stations - -	12,000	-	-	12,000	-	-
For Freight and sundry Expenses connected with Naval Stores - - -	27,000	-	-	20,000	-	-
TOTAL - - - £.	1,164,100	-	-	1,334,051	-	-

10. —

FLEET, STEAM MACHINERY, AND SHIPS BUILT BY CONTRACT.

SECTION II.—CONTROLLER OF THE NAVY.

For the Purchase of Steam Machinery for Her Majesty's Ships and Vessels, and for Payments to be made for Ships and Vessels building or to be built by Contract, viz.:

STEAM MACHINERY FOR HER MAJESTY'S SHIPS AND VESSELS:

For Engines already ordered	-	-	-	-	-	-	-	£. 185,260
Deduct: Amount to be voted in future years to complete	}	59,960						
Contracts								
For Engines to be ordered	-	-	-	-	-	-	-	£. 17,000
Deduct: Amount to be voted in future years to complete	}	10,000						
Contracts								
TOTAL for Steam Engines								- - - £.

REQUIRED
for the
Service of the Year
1864/65.

LAST VOTE
for
the Financial Year
1863/64.

£. s. d.

£. s. d.

125,300 - -

67,040 - -

7,000 - -

70,000 - -

132,300 - -

137,040 - -

SHIPS BUILDING BY CONTRACT:

Total Estimate.	Amount already Voted.	Amount that will probably be Expended on 31 March 1864.	Amount to be Voted in future Years to complete Contracts.	Vote required for 1864-65.
£.	£.	£.	£.	£.
"Hector" and "Valiant"	379,890	^a 459,420	387,152	- - 24,367
Four Iron Armour-plated Ships - - -	1,167,200	^b 1,379,153	759,769	- - 360,045
("Minotaur," "Agin-court," "Northumberland," and "Prince Albert.")	1,547,090	1,838,573	1,146,921	- - 384,412
^a Including £. 72,268, re-voted. ^b Ditto - 619,384 ditto.				

384,412 - -

630,203 - -

For the Building of Iron Gun Boats by Contract - - - - £. 120,000

Deduct: Amount to be voted in future years to complete } 56,000

64,000 - -

For Experimental Purposes, Sundries, and possible Contingencies - - - 30,000 - -

30,000 - -

For the purchase of Barges and Lighters - - - - 5,000 - -

16,000 - -

For building a Vessel at the Bahamas - - - - - 2,606 - -

2,606 - -

For building and repairing Coast Guard Tenders - - - - 16,500 - -

16,500 - -

For the repairs of Ships at other than Her Majesty's Dockyards - - - 30,000 - -

25,000 - -

TOTAL - - - £.

662,212 - -

857,349 - -

— No. 11. —

NEW WORKS, IMPROVEMENTS, AND REPAIRS.

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL ESTIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Ex- pended upon it. (Posted to 31 Dec. 1863.)	4. VOTE REQUIRED for the ensuing Year 1864-65.		5. Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
NAVAL YARDS AT HOME.						
DEPTFORD:						
Roofing over the Mahogany Stacks - - - -	- -	- -	- -	400		—
Foundations for Machinery - - - -	- -	- -	- -	223		—
Making Gas at Government Works - - - -	- -	- -	- -	300		—
Alterations and Reconstructions - - - -	- -	- -	- -	224		—
Ordinary and particular Repairs and Painting - -	- -	- -	- -	1,500		—
					2,647	—
New Machinery - - - - -	- -	- -	- -	- -	500	—
WOOLWICH:						
Dredging Outer Basin - - - - £. 1,509 }	2,965	1,509	Nil -	1,456		—
Additional per revised Estimate and Contract - 1,456 }						
Berthing in Plate Bending Machine - - - -	- -	- -	- -	75		—
Roofing to Tank, West Engine House - - - -	- -	- -	- -	74		—
Enclosing Drilling Shop between Yard Smithery and } Steam Hammer Shop - - - - }	- -	- -	- -	91		—
Foundations for Machinery - - - -	- -	- -	- -	120		—
Gas Fittings for Joiners' Shop, West of Inner Basin -	- -	- -	- -	25		—
Gas - - - -	- -	- -	- -	1,250		—
Alterations and Reconstructions - - - -	- -	- -	- -	848		—
Ordinary and particular Repairs and Painting - -	- -	- -	- -	2,750		—
					6,689	—
New Machinery - - - - -	- -	- -	- -	- -	2,170	—
CHATHAM:						
Extension and Improvement of the Yard by Convict } Labour - - - - }	943,876	88,000	98,718	27,000		815,000
Additional accommodation for Spinning Machinery -						
Clearing Harbour of Mud - - - -	- -	- -	- -	1,500		—
Foundations for Travelling Crane - - - -	- -	- -	- -	375		—
Foundations for 25-ton Crane between 3 and 4 Docks	- -	- -	- -	845		—
Foundations for Standards at Metal Mills - - - -	- -	- -	- -	83		—
Store for Metal Castings - - - -	- -	- -	- -	223		—
Foundations for Machinery - - - -	- -	- -	- -	1,090		—
Gas Fittings for Joiners' Shop and Master Shipwright's } Offices - - - - }	- -	- -	- -	112		—
Gas - - - -	- -	- -	- -	1,000		—
Alterations and Reconstructions - - - -	- -	- -	- -	743		—
Ordinary and Particular Repairs and Painting - -	- -	- -	- -	4,600		—
					39,120	—
New Machinery - - - - -	- -	- -	- -	- -	16,318	—
Carried forward - - - £.	- -	- -	- -	- -	67,444	—

No. 11.—NEW WORKS, IMPROVEMENTS, AND REPAIRS—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL ESTIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Ex- pended upon it. (Posted to 31 Dec. 1863.)	4. VOTE REQUIRED for the ensuing Year, 1864-65.		5. Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward - - -	-	-	-	-	67,444	—
NAVAL YARDS AT HOME— <i>continued.</i>						
SHEERNESS:						
New Well - - - - - £. 3,098	3,689	3,098	2,466	591		—
Additional for 12-inch Pipes, and sinking 20 } feet in chalk - - - - - } 591						
Roofing over enclosure, south end of Boiler Shop -	-	-	-	755		—
Additional Tramroads - - - - -	-	-	-	300		—
Wood Block Paving in Working Sheds, near Dock No. 4 -	-	-	-	107		—
Office for Steam Reserve - - - - -	-	-	-	713		—
Wood Block Paving in Fire Hearth Store - - - - -	-	-	-	90		—
Drain at Naval Barracks and Reserve for Fresh Water -	-	-	-	120		—
Covering shafting to Machinery at Grindstones - - -	-	-	-	45		—
Foundations for Machinery - - - - -	-	-	-	257		—
Gas - - - - -	-	-	-	700		—
Alterations and Re-constructions - - - - -	-	-	-	446		—
Ordinary and particular Repairs and Painting - - -	-	-	-	2,000		—
New Machinery - - - - -	-	-	-	-	6,124 700	—
PORTSMOUTH:						
North Inlet Dock - - - - - £. 77,160	81,654	65,000	49,464	*20,000		—
Additional for lowering Invert and Floor and } altering Caisson - - - - - } 4,494						
Constructing Naval Barracks and Defensive Wall -	104,000	8,000	10	5,000		91,000
Preparations for Extending the Dockyard - - - - -	-	-	-	7,500		—
Dredging and Removing Mud from Harbour - - - - -	-	-	-	2,000		—
Dredging Steam Basin - - - - -	6,814	-	-	4,000		—
Extension of Railways - - - - -	6,011	3,009	3,294	2,000		716
Turntables on new Ground - - - - -	-	-	-	390		—
Glass Roof between Smithery and 80-horse power } Engine House - - - - - }	-	-	-	1,366		—
Examination Room, Royal Naval College - - - - -	-	-	-	895		—
Bollards, Snatch Blocks, and Ring Bolts - - - - -	-	-	-	200		—
Police Lodge at Eastern Gate - - - - -	-	-	-	41		—
Accommodation of Ships' Crews in Docks Nos. 7, 8, } and 10 - - - - - }	-	-	-	500		—
Drying Poles at Watering Island - - - - -	-	-	-	34		—
Foundations for Machinery - - - - -	-	-	-	2,845		—
No 61, additional Street Lamps - - - - -	-	-	-	662		—
Gas - { For Dockyard - - - - - £. 2,179 } { For Royal Naval College - - - - - 75 }	-	-	-	2,254		—
Alterations and Re-constructions - - - - -	-	-	-	5,673		—
Ordinary and particular Repairs, and Painting - - -	-	-	-	6,000		—
New Machinery - - - - -	-	-	-	-	61,360 5,500	—
HASLAR (GOSPORT):						
GUN BOAT SLIPS.						
Gns - - - - -	-	-	-	75		—
Ordinary and particular Repairs, and Painting - - -	-	-	-	450		—
					525	
Carried forward - - - £	-	-	-	-	141,653	

* Of this amount 3,346 l. is a Re-Vote.

No. 11.—NEW WORKS, IMPROVEMENTS, AND REPAIRS—continued.

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL S TIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Ex- pended upon it. (Posted to 31 Dec. 1863.)	4. VOTE REQUIRED for the ensuing Year, 1864-65.		5. Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward - - -	-	-	-	-	141,653	—
NAVAL YARDS AT HOME—continued.						
DEVONPORT:						
New Jetty outside of No. 2 Dock - - -	5,500	2,000	1,837	3,500		—
New Jetty North side of No. 2 Dock - - -	-	-	-	3,500		—
Lengthening No. 1 Dock - - - £. 1,500	2,185	1,500	23	685		—
Supplementary Estimate to complete - - - 685						
Water Mains, Pipes, and Sluice Cocks - - -	3,000	-	-	1,000		2,000
Cleaning outer Mast Pond - - -	-	-	-	267		—
Water and Gas Mains, each side No. 2 Dock - - -	-	-	-	556		—
Foundations for Machinery - - -	-	-	-	60		—
Gas Fittings for Docks Nos. 1 and 2 - - -	-	-	-	340		—
Gas - - -	-	-	-	769		—
Alterations and Reconstructions - - -	-	-	-	2,042		—
Ordinary and particular Repairs and Painting - - -	-	-	-	4,000		—
					16,719	
New Machinery - - -	-	-	-	-	540	—
KEYHAM:						
Constructing South Basin and two Docks, } £.	1,225,000	1,168,500	1,343,853	30,000		15,000
Coffer-dam in front of the Basins, and } 675,000						
clearing Ground for Buildings, and Pur- } -						
chase of Ground for Magazines, &c. - } -						
North Basin - - -						
Supplementary Estimate to complete as } * 120,000						
extended - - -						
Factory Buildings - - -						
Supplementary Estimate to complete as } * 45,000						
extended - - -						
Remainder of Works to complete the Esta- } 170,000						
blishment - - -						
Supplementary Estimate to complete as } 10,000						
extended - - -						
Constructing Naval Barracks - - -	80,000	25,000	- nil -	5,000		75,000
Lining North Dock - - -	11,199	8,000	6,300	1,500		—
Paving Roads and Tramroads - - -	-	-	-	1,000		—
Iron Racks for Boiler Plates, North Storehouse - - -	-	-	-	144		—
Cast Iron Bollards, each side Nos. 1 and 3 Docks - - -	-	-	-	153		—
Filling in Broad Altar Recess, each side No. 3 Dock - - -	-	-	-	373		—
Capstans complete for North Basin - - -	-	-	-	384		—
Sluices complete for North Basin - - -	-	-	-	450		—
Foundations for Machinery - - -	-	-	-	500		—
Gas Pipes and Fittings, North Storehouse - - -	-	-	-	40		—
Gas - - -	-	-	-	700		—
Alterations and Reconstructions - - -	-	-	-	802		—
Ordinary and Particular Repairs and Painting - - -	-	-	-	2,000		—
					43,046	
New Machinery - - -	-	-	-	-	2,150	—
PLYMOUTH SOUND:						
Works at the Breakwater - - -	-	-	-	-	5,000	—
Carried forward - - - £.	-	-	-	-	209,108	

No. 11.—NEW WORKS, IMPROVEMENTS, AND REPAIRS—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1.	2.	3.	4.		5.
	TOTAL ESTIMATE for the Work.	AMOUNT already Voted for it.	GROSS SUM already Ex- pended upon it. (Posted to 31 Dec. 1863.)	VOTE REQUIRED for the ensuing Year, 1864-65.		Further ESTIMATE for completing the Work.
	£.	£	£.	£.	£.	£.
Brought forward - - -	- -	- -	- -	- -	209,108	—
NAVAL YARDS AT HOME— <i>continued.</i>						
PEMBROKE:						
Removal of Prince Consort Rock - - -	- -	- -	- -	950		—
Renewing Suppling Kiln No. 4 - - -	- -	- -	- -	1,250		—
Extension of Water Mains - - -	- -	- -	- -	259		—
Removal of Mud from Dock Entrance - - -	- -	- -	- -	105		—
Improvement of Yard Drainage and Roads - - -	- -	- -	- -	300		—
New "Umbrella" Shed for Timber - - -	- -	- -	- -	374		—
Extension of Railways - - -	- -	- -	- -	100		—
Paving at Saw Mills and Piers between Slips - - -	- -	- -	- -	324		—
Berthing in Heads of Slips - - -	- -	- -	- -	527		—
Chip and Sullage Pound - - -	- -	- -	- -	32		—
Foundations for Machinery - - -	- -	- -	- -	275		—
Making Gas at Government Works - - -	- -	- -	- -	650		—
Alterations and Reconstructions - - -	- -	- -	- -	642		—
Ordinary and particular Repairs and Painting - - -	- -	- -	- -	4,216		—
					10,004	
New Machinery - - -	- -	- -	- -	- -	2,120	—
HAULBOWLINE:						
Gas - - -	- -	- -	- -	2		—
Alterations and Reconstructions - - -	- -	- -	- -	51		—
Ordinary and particular Repairs and Painting - - -	- -	- -	- -	800		—
					853	
HOBB'S POINT:						
Ordinary and particular Repairs and Painting - - -	- -	- -	- -	- -	13	—
LEWES (NAVAL PRISON):						
Boundary Walls, &c., to Governor's House - - -	- -	- -	- -	82		—
Paving Paths in Yard adjoining Shot Drill Shed - - -	- -	- -	- -	26		—
Gas - - -	- -	- -	- -	70		—
Alterations and Reconstructions - - -	- -	- -	- -	60		—
Ordinary and particular Repairs and Painting - - -	- -	- -	- -	150		—
					388	
VICTUALLING ESTABLISHMENTS AT HOME.						
ROYAL VICTORIA YARD, AT DEPTFORD:						
Paving part of Old Salt Meat Store - - -	- -	- -	- -	275		—
Foundations for Machinery - - -	- -	- -	- -	475		—
Making Gas at Government Works - - -	- -	- -	- -	300		—
Alterations and Reconstructions - - -	- -	- -	- -	22		—
Ordinary and particular Repairs and Painting - - -	- -	- -	- -	1,500		—
					2,572	
New Machinery - - -	- -	- -	- -	- -	2,014	—
ROYAL CLARENCE YARD, AT GOSPORT:						
Foundations for Machinery - - -	- -	- -	- -	193		—
Gas - - -	- -	- -	- -	125		—
Alterations and Reconstructions - - -	- -	- -	- -	275		—
Ordinary and particular Repairs and Painting - - -	- -	- -	- -	724		—
					1,317	
New Machinery - - -	- -	- -	- -	- -	700	—
Carried forward - - - £.	- -	- -	- -	- -	229,089	

No. 11.—NEW WORKS, IMPROVEMENTS, AND REPAIRS—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1.	2.	3.	4.		5.
	TOTAL ESTIMATE for the Work.	Amount already Voted. for it.	GROSS SUM already Ex- pended upon it. (Posted to 31 Dec. 1863.)	VOTE REQUIRED for the ensuing Year, 1864-65.		Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward - - - £.	-	-	-	-	229,089	—
VICTUALLING ESTABLISHMENTS AT HOME— <i>cont^d.</i>						
ROYAL WILLIAM YARD, AT PLYMOUTH:						
Dredging Mud from Basins - - - - -	-	-	-	833		—
Foundations for Machinery - - - - -	-	-	-	55		—
Gas - - - - -	-	-	-	110		—
Alterations and Reconstructions - - - -	-	-	-	124		—
Ordinary and particular Repairs and Painting - -	-	-	-	700		—
					1,822	
New Machinery - - - - -	-	-	-	-	68	—
MEDICAL ESTABLISHMENTS AT HOME:						
WOOLWICH:						
Boundary Fence between Hospital and Barracks -	-	-	-	51		—
Fire Engine House - - - - -	-	-	-	100		—
Tool and Cart House - - - - -	-	-	-	25		—
Wringing Machinery for Washhouse - - - -	-	-	-	79		—
Gas Fittings to Wards and Dispensary - - -	-	-	-	47		—
Gas - - - - -	-	-	-	223		—
Alterations and Reconstructions - - - -	-	-	-	91		—
Ordinary and particular Repairs and Painting -	-	-	-	400		—
					1,016	
CHATHAM:						
Fire Engine House - - - - -	-	-	-	33		—
Disinfecting Oven - - - - -	-	-	-	29		—
Gas - - - - -	-	-	-	62		—
Ordinary and particular Repairs and Painting -	-	-	-	400		—
					524	
HASLAR HOSPITAL:						
Gas - - - - -	-	-	-	400		—
Alterations and Reconstructions - - - -	-	-	-	1,186		—
Ordinary and particular Repairs and Painting -	-	-	-	1,500		—
					3,086	
PLYMOUTH HOSPITAL:						
Smoking Room for Officers - - - - -	-	-	-	154		—
Smoking Room for Men - - - - -	-	-	-	498		—
Gas - - - - -	-	-	-	206		—
Alterations and Reconstructions - - - -	-	-	-	308		—
Ordinary and particular Repairs and Painting -	-	-	-	700		—
					1,866	
YARMOUTH HOSPITAL						
Purchase of Land between the Naval Asylum and the Sea - - - - -	-	-	-	10,000		—
New Boat House - - - - -	-	-	-	131		—
New Cooking Ranges - - - - -	-	-	-	27		—
Taking down Division Walls between East and South Terraces - - - - -	-	-	-	69		—
Laying on Water from Town Water Works - -	-	-	-	501		—
Refitting one of the existing Padded Rooms -	-	-	-	96		—
Converting the Entrance Bath Room into a Kitchen -	-	-	-	151		—
Forming Passage in Commissioned Officers' Wards -	-	-	-	29		—
Substituting Wrought Iron Sashes for Wood Sashes in Refractory Wards - - - - -	-	-	-	124		—
Airing Sheds in Exercising Yards - - - -	-	-	-	349		—
Re-forming and repairing Paths in Hospital -	-	-	-	67		—
Gas - - - - -	-	-	-	150		—
Ordinary and particular Repairs and Painting -	-	-	-	406		—
					12,100	
Carried forward - - - £.	-	-	-	-	249,571	

No. 11.—NEW WORKS, IMPROVEMENTS, AND REPAIRS—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1.	2.	3.	4.		5.
	TOTAL ESTIMATE for the Work.	AMOUNT already Voted for it.	GROSS SUM already Ex- pended upon it. (Posted to 31 Dec. 1863.)	VOTE REQUIRED for the ensuing Year, 1864-65.		Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward - - -	- -	- -	- -	- -	249,571	—
MARINE BARRACKS:						
DEPTFORD:						
Gas supplied from Government Works - - -	- -	- -	- -	7		—
Ordinary and particular Repairs and Painting -	- -	- -	- -	100		—
					107	
WOOLWICH:						
Lecture Room, Recreation Room, &c., for Troops -	3,362	-	-	2,000	- -	1,362
Billiard Room - - - - -	-	-	-	750		—
Gas - - - - -	-	-	-	475		—
Alterations and Reconstructions - - - - -	-	-	-	425		—
Ordinary and particular Repairs and Painting -	-	-	-	600		—
					4,250	
CHATHAM:						
Purchase of Land, and constructing additional Barrack Accommoda- tion for Royal Marines - - - - -	£. 55,000 - -					
Further Estimate for completing the New Buildings, and alterations to Old Buildings - - - - -	25,407 - -	80,407	52,000	36,699	15,000	21,000
Gas - - - - -	-	-	-	400		—
Alterations and Re-constructions - - - - -	-	-	-	817		—
Ordinary and particular Repairs and Painting -	-	-	-	500		—
					16,717	
PORTSMOUTH:						
<i>Forton Barracks:</i>						
Gas - - - - -	-	-	-	450		—
Alterations and Reconstructions - - - - -	-	-	-	1,479		—
Ordinary and particular Repairs and Painting -	-	-	-	1,000		—
					2,929	
<i>Marine Artillery Barracks (Eastney):</i>						
Constructing Officers' Quarters within Fort Cumberland, and Quarters and Barracks for 1,200 Officers and Men of the Royal Marine Artillery outside the Fort, including Pur- chase of Ground, Drainage, &c. - - -	£. 68,000 - -					
Estimate for completing the above according to approved arrange- ments and accepted tender - - -	99,801 - -	167,801	67,000	56,889	30,000	73,000
Alterations and Reconstructions - - - - -	-	-	-	459		—
Ordinary and particular Repairs and Painting -	-	-	-	595		—
					31,054	
PLYMOUTH:						
Constructing additional Barrack Ac- commodation as per former Esti- mates - - - - -	£. 76,000 - -					
Estimate for further Extension and Completion, including Purchase of Properties - - - - -	80,333 - -	156,333	76,000	83,551	25,000	48,000
Gas - - - - -	-	-	-	413		—
Alterations and Reconstructions - - - - -	-	-	-	179		—
Ordinary and particular Repairs and Painting -	-	-	-	800		—
					26,392	
<i>Millbay Barracks (Plymouth):</i>						
Gas - - - - -	-	-	-	96		—
Alterations and Re-constructions - - - - -	-	-	-	67		—
Ordinary and particular Repairs and Painting -	-	-	-	150		—
					313	
Carried forward - - - £.	- -	- -	- -	- -	331,333	

No. 11.—NEW WORKS, IMPROVEMENTS, AND REPAIRS—continued.

DESCRIPTION OF WORKS for each Establishment.	1.	2.	3.	4.		5.
	TOTAL ESTIMATE for the Work.	AMOUNT already Voted for it.	GROSS SUM already Expended upon it. (Posted to 31 Dec. 1863.)	VOTE REQUIRED for the ensuing Year, 1864-65.		Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward - - -	- -	- -	- -	- -	331,333	—
MARINE BARRACKS—continued.						
DEAL (DEPÔT):						
Bath for Sick Quarters - - - - -	- -	- -	- -	49		—
Gas - - - - -	- -	- -	- -	207		—
Ordinary and particular Repairs and Painting - -	- -	- -	- -	250		—
					506	
COAST GUARD:						
Purchase, Erection, and Repairs of Buildings - -	- -	- -	- -	- -	30,000	—
ADMIRALTY, WHITEHALL AND SOMERSET HOUSE:						
Gas - - - - -	- -	- -	- -	700		—
General Repairs and Alterations to the Public Offices and Official Residences, also Packing Cases for Models and Stationery - - - - -	- -	- -	- -	5,300		—
					6,000	
NAVAL ESTABLISHMENTS ABROAD.						
LISBON HOSPITAL:						
Ordinary and particular Repairs and Painting - -	- -	- -	- -	- -	150	—
GIBRALTAR:						
NAVAL YARD:						
	£.	s.	d.			
Extension of the Mole for improving the Harbour - - - - -	50,000	—	—	72,500	68,167	59,975
Supplementary Estimate to complete - - - - -	22,500	—	—			
Ordinary and particular Repairs and Painting - -	- -	- -	- -		235	
					4,235	
New Machinery - - - - -	- -	- -	- -	- -	300	—
VICTUALLING YARD:						
Ordinary and particular Repairs and Painting - -	- -	- -	- -	- -	100	—
Carried forward - - - - -	£.	- -	- -	- -	372,624	

No. 11.—NEW WORKS, IMPROVEMENTS, AND REPAIRS—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1.	2.	3.	4.		5.
	TOTAL ESTIMATE for the Work.	AMOUNT already Voted for it.	GROSS SUM already Ex- pended upon it. (Posted to 31 Dec. 1863.)	VOTE REQUIRED for the ensuing Year, 1864-65.		Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.	£.
Brought forward - - -	- -	- -	- -	- -	372,624	—
NAVAL ESTABLISHMENTS ABROAD— <i>continued.</i>						
MALTA:						
NAVAL YARD:						
For Dredging and Extending the Great Harbour (less a sum of 6,000 <i>£.</i> , to be paid by the Colonial Government for the Pur- chase of Land) - - - - -	118,758					
Moiety of the above to be paid by the Ad- miralty - - - - -	59,379					
Deduct: Amount already expended under Vote No. 10, for Dredging Vessels	8,353	111,026	53,000	25,775	10,000	- -
£. 51,026						
For the Purchase of Property round the French Creek, for providing additional mooring space for Her Majesty's ships -	60,000					
£. 111,026						
Deepening the North-west Basin, and con- structing a First Class Dock - - -	50,000					
Deduct: Contribution from the Malta Go- vernment - - - - -	10,830	39,170	10,000	- nil -	15,900	- - 13,000
£. 39,170						
Naval Prison - - - - -	8,600	5,000	810	3,000	- -	3,000
Alteration in Bastion for new Masting Sheers - -	- -	- -	- -	362		
Fives Court, Recreation Ground and Parade Ground	- -	- -	- -	350		
Shed for Foundry - - - - -	- -	- -	- -	226		
Foundations for Machinery - - - - -	- -	- -	- -	250		
Alterations and Reconstructions - - - - -	- -	- -	- -	1,304		
Ordinary and particular Repairs and Painting - -	- -	- -	- -	860		
					32,192	
VICTUALLING YARD:						
Alterations and Reconstructions - - - - -	- -	- -	- -	93		
Ordinary and particular Repairs and Painting - -	- -	- -	- -	279		
					372	
NAVAL HOSPITAL:						
New Washhouse - - - - -	- -	- -	- -	455		
Drain from Washhouse to Main Sewer - - - - -	- -	- -	- -	160		
Ordinary and particular Repairs and Painting - -	- -	- -	- -	333		
					948	
Carried forward - - - £.	- -	- -	- -	- -	406,136	

No. 11.—NEW WORKS, IMPROVEMENTS, AND REPAIRS—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL ESTIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Ex- pended upon it. (Posted to 31 Dec. 1863.)	4. VOTE REQUIRED for the ensuing Year, 1864-65.	5. Further ESTIMATE for completin the Work.
	£.	£	£.	£.	£.
Brought forward - - -	- -	- -	- -	406,136	—
NAVAL ESTABLISHMENTS ABROAD—<i>continued.</i>					
BERMUDA:					
<i>Naval and Victualling Yards:</i>					
Buildings for Naval Yard - - - £. 66,000	114,000	111,000	112,184	2,000	—
Buildings for Victualling Yard - - 30,000					
Supplementary Estimate - - - 8,000					
Further Estimate to complete - - 10,000					
Workmen's Cottages - - - - -	- -	- -	- -	1,800	—
Jetty at north end of Breakwater for Coaling Ships, Railway from existing Coal Stores, and for 12 Coal Waggons - - - - -	2,300	- -	- -	1,000 *	1,300
Enlarging Girls' School-room - - - -	- -	- -	- -	200	—
Foundations for Machinery - - - -	- -	- -	- -	50	—
Alterations and Reconstructions - - -	- -	- -	- -	294	—
Ordinary and particular Repairs and Painting -	- -	- -	- -	787	—
				6,131	
<i>Naval Hospital:</i>					
Alterations and Reconstructions - - - -	- -	- -	- -	149	—
Ordinary and particular Repairs and Painting -	- -	- -	- -	350	—
				499	
HALIFAX:					
<i>Naval Yard:</i>					
Gas - - - - -	- -	- -	- -	50	—
Alterations and Reconstructions - - - -	- -	- -	- -	200	—
Ordinary and particular Repairs and Painting -	- -	- -	- -	626	—
				876	
<i>Victualling and Hospital Departments:</i>					
Sick Quarters - - - - - £. 4,052	5,024	2,000	nil	3,024	—
Supplementary Estimate to complete - 972					
Gas - - - - -				25	—
Ordinary and particular Repairs and Painting -	- -	- -	- -	201	—
				3,250	
JAMAICA:					
<i>Naval and Victualling Yards:</i>					
For the Enlargement and Completion of Smithery -	- -	- -	- -	1,563	—
Foundations for Machinery - - - -	- -	- -	- -	645	—
Ordinary and particular Repairs and Painting -	- -	- -	- -	800	—
				3,008	
New Machinery - - - - -	- -	- -	- -	1,200	—
<i>Naval Hospital:</i>					
Landing-place at the new Burial Ground - -	- -	- -	- -	20	—
Roadway from Landing-place to new Burial Ground -	- -	- -	- -	30	—
Levelling Ground within Walls of the above -	- -	- -	- -	9	—
Coping to Enclosure Wall - - - -	- -	- -	- -	50	—
Ordinary and particular Repairs and Painting -	- -	- -	- -	250	—
				359	
ANTIGUA:					
<i>Naval Yard.</i>					
Ordinary and particular Repairs and Painting -	- -	- -	- -	300	—
ASCENSION:					
Roof to Engineer's Factory - - - -	- -	- -	- -	100	—
Lengthening Bread Store - - - -	- -	- -	- -	100	—
Tank for Water from Roofs of Buildings - -	- -	- -	- -	200	—
Foundations for Machinery - - - -	- -	- -	- -	549	—
Ordinary and particular Repairs and Painting -	- -	- -	- -	300	—
				1,249	
New Machinery - - - - -	- -	- -	- -	2,300	—
Carried forward - - - £.	- -	- -	- -	425,308	

* This is a Re-Vote.

No. 11.—NEW WORKS, IMPROVEMENTS, AND REPAIRS—*continued.*

DESCRIPTION OF WORKS for each Establishment.	1. TOTAL ESTIMATE for the Work.	2. AMOUNT already Voted for it.	3. GROSS SUM already Ex- pended upon it. (Posted to 31 Dec. 1863.)	4. VOTE REQUIRED for the ensuing Year 1864-65.	5. Further ESTIMATE for completing the Work.
	£.	£.	£.	£.	£.
Brought forward - - -	- -	- -	- -	- -	425,308
NAVAL ESTABLISHMENTS ABROAD— <i>continued.</i>					
CAPE OF GOOD HOPE:					
Naval Yard:					
Foundations for Machinery - - - - -	- -	- -	- -	250	
Alterations and Reconstructions - - - -	- -	- -	- -	647	
Ordinary and particular Repairs and Painting -	- -	- -	- -	365	
					1,262
New Machinery - - - - -	- -	- -	- -	- -	420
Victualling Yard:					
Ordinary and particular Repairs and Painting -	- -	- -	- -	- -	150
Naval Hospital:					
Ordinary and particular Repairs and Painting -	- -	- -	- -	- -	154
TRINCOMALEE:					
Ordinary and particular Repairs and Painting -	- -	- -	- -	- -	300
SINGAPORE:					
Coal Store and Jetty - - - - -	7,224	3,600	nil	- -	3,624
HONG KONG:					
New Offices and Quarters for Artificers, with Stores beneath - - - - -	13,152	4,815	nil	5,000	3,000
Boundary Wall between Admiralty and Commissariat Grounds - - - - -	- -	- -	- -	300	
Ordinary and particular Repairs and Painting -	- -	- -	- -	300	
AT KOWLOON:					
Forming the Ground, and two Jetties, at Naval Coal Stores - - - - -	3,245	3,245	nil	660*	
Retaining Wall, and Building T ends to Centre and North Jetties at Coal Stores - - - - -	- -	- -	- -	1,320	
					7,580
YOKOHAMA:					
Buildings for Men on Shore, &c. - - - - -	- -	- -	- -	- -	500
Contingencies:					439,298
For New Works and Repairs - - - - -	- -	- -	- -	- -	10,000
	New Works and Alterations.	Repairs.	Gas.	TOTAL.	
	£.	£.	£.	£.	
Under Superintendence of Director of Works -	324,545	45,584	12,169	382,298	449,298
Ditto - Controller of the Navy - - -	37,000	- -	- -	37,000	
Ditto - Commodore Controller General of the Coast Guard - - -	- -	- -	- -	30,000	
LAST VOTE for 1863-64 - - - - -					433,298
More required - - - - -				£.	16,000

* This is a Re-Vote.

—No. 12.—

MEDICINES AND MEDICAL STORES, &c.

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
	£. s. d.	£. s. d.
For Provisions and Stores of all kinds, including Issues from Naval and Victualling Depôts, for the several Naval Hospitals and Marine Infirmaries - - - -	36,500 - -	37,500 - -
For Medicines and Surgical Instruments - - -	8,700 - -	9,700 - -
For the Subsistence and Care of Seamen at Sick Quarters and in Temporary Hospitals, and for other occasional Accommodation for the Sick, including Contributions for Lock Wards at the Out-Ports :		
For the Fleet - - - - - £. 6,050		
For Coast Guard and Royal Naval Reserve - 11,600		
	17,650 - -	17,300 - -
For freight of Medical Stores, Funerals of Seamen, and other Miscellaneous Disbursements for Medical Service -	1,500 - -	1,500 - -
TOTAL - - - £.	64,350 - -	66,000 - -

Note.—The last two Items of this Vote have been rearranged, in order to facilitate a comparison between the Estimate and the Expenditure, under the Heads in the Departmental Ledger, in accordance with the suggestion contained in the Third Report from the Committee of Public Accounts of 1862, and to meet the requirements of the Treasury Minute of the 27th January 1863 (Parliamentary Papers, No. 467, 29th July 1862, p. v, and No. 52, 1863).

— No. 13. —

MISCELLANEOUS SERVICES.

	REQUIRED for the Service of the Year 1864/65.			LAST VOTE for the Financial Year 1863/64.		
	£.	s.	d.	£.	s.	d.
PILOTING AND TOWING HER MAJESTY'S SHIPS :						
For Pilotage of Her Majesty's Ships on Home and Foreign Stations; Half Day-pay to Pilots, Travelling and other Incidental Expenses in Piloting and Towing Ships -	11,000	-	-	12,000	-	-
COMMANDERS-IN-CHIEF :						
For Furniture, Postage, Stationery, Wages of Attendants, and other Expenses - - - - -	4,000	-	-	4,000	-	-
COURTS MARTIAL :						
For Allowances to Persons officiating at Courts Martial on Officers, Seamen, and Marines; Travelling Charges and other Expenses attendant thereon - - - - -	1,500	-	-	1,000	-	-
PASSAGE MONEY AND CONVEYANCE OF OFFICERS, SEAMEN, AND MARINES :						
For the Passage and Travelling Expenses of Naval and Marine Officers proceeding to, and of Invalid Officers returning from, their Ships on Foreign Stations; and of Civil Officers proceeding to, and returning from, Service Abroad; also for the Conveyance of Seamen and Marines to and from their Ships or Divisions; and for the Passage and Conveyance of Invalids - - - - -	35,000	-	-	30,000	-	-
TELEGRAPHIC COMMUNICATIONS :						
For Electric Telegraph from the Admiralty to Somerset House; and to the several Dockyards, as per Contracts; also, for casual Telegraphic Communications, &c. - - -	6,400	-	-	6,100	-	-
LOSSES BY SHIPWRECK :						
For Compensation to Officers, Seamen, &c. for Losses by Shipwreck or Action, pursuant to the recommendation of the Committee for Naval and Military Inquiry - - -	1,500	-	-	1,500	-	-
SAILORS' HOMES, &c. :						
For Contributions in aid of Sailors' Homes and Charitable and other Institutions in the Neighbourhood of the Dockyards - - - - -	1,800	-	-	1,600	-	-
TRANSMISSION OF MONEY :						
For Per-centage paid to Banks, for Transmission of Money to the Naval Accountants at the Out-ports and other Home Establishments, to meet Payments for the Naval Department - - - - -	1,500	-	-	1,500	-	-
WARNER LIGHT VESSEL :						
For Annual Payment to the Elder Brethren of the Trinity House for the Maintenance of a Floating Light Vessel at the Warner - - - - -	370	-	-	370	-	-
Carried forward - - - £.	63,070	-	-	58,070	-	-

No. 13.—MISCELLANEOUS SERVICES—*continued.*

	REQUIRED for the Service of the Year 1864/65.			LAST VOTE for the Financial Year 1863/64.		
	£.	s.	d.	£.	s.	d.
Brought forward - - -	63,070	-	-	58,070	-	-
MEDALS:						
For Medals to Seamen and Marines as Rewards for Good Service and Distinguished Gallantry in Action - - -	150	-	-	500	-	-
PIRATES:						
For Rewards for Services against Pirates (under Act 13 & 14 Vict. c. 26);						
Reward to Officers and Crew of H. M. Gun Boat "Kestrel," for their services against Pirates in the China Seas, viz.:—						
On the 23d and 25th July 1860 - - -	£. 1,100	s. -	d. -			
On the 18th November 1861 - - -	300	-	-			
	£. 1,400	-	-			
Amount awarded to the Crew of two Boats of H. M. S. "Ariel," for services against Pirates at Mombar Harbour, on the South-East Coast of Africa, on 10th April 1862 - - - - -	100	-	-			
	1,500	-	-			
SUPERINTENDING SHIPS BUILDING BY CONTRACT, &c.:						
For Subsistence and Travelling Expenses of Dockyard Officers and others superintending Ships building by Contract, &c. - - - - -	2,000	-	-	2,000	-	-
NAVAL PRISON, LEWES:						
For Salaries of the Governor,* Chaplain,* and Local Medical Practitioner - - -	£. 655	s. 17	d. 6			
For Wages to Warders, Assistant Warders, Messengers, &c. - - - - -	1,449	7	6			
For Lodging Money to those of the above unprovided with Quarters - - -	204	13	-			
For Allowance for Clothing to Warders, &c. - - - - -	71	17	6			
For Allowances for Fuel and Lights, &c. -	78	-	-			
For Postage, Advertisements, and Contingencies - - - - -	40	4	6			
	-	-	-	2,500	-	-
CONVEYANCE OF PRISONERS:						
For Expense of conveying Prisoners between Lewes Prison and County Gaols and Her Majesty's Ships - - -	1,200	-	-	800	-	-
LAW COSTS:						
For Expenses attendant on the purchase of Property, and other Legal Proceedings connected with Naval Business (exclusive of Fees to Counsel and Personal Charges of Agents, provided for under Vote No. 3) - - -	3,500	-	-	3,500	-	-
Carried forward - - - £.	71,420	-	-	67,370	-	-

* In addition to his Half-pay.

No. 13.—MISCELLANEOUS SERVICES—continued.

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
	£. s. d.	£. s. d.
Brought forward - - -	71,420 - -	67,370 - -
STAMPS, &c.:		
For Stamps on Contracts, and on Officers' Commissions and Appointments; Advertisements, Gazettes, Lists, &c.	3,500 - -	4,500 - -
HIRE OF VESSELS:		
For the occasional Hire of Steamers and other small Vessels - - - - -	600 - -	600 - -
ASSISTANCE TO HER MAJESTY'S SHIPS:		
For Assistance rendered to Her Majesty's Ships in Distress	900 - -	1,100 - -
DAMAGE DONE BY HER MAJESTY'S SHIPS:		
For Remuneration for Damage done by Her Majesty's Ships - - - - -	6,000 - -	6,000 - -
GRATUITIES FOR WOUNDS AND FOR SPECIAL SERVICES:		
For Gratuities for Wounds and Injuries received in the Service; to Persons on Retirement and Discharge from the Public Service, not entitled to Pension; Com- passionate Allowances, and Gratuities for Special Ser- vices - - - - -	3,500 - -	4,500 - -
EXPENSE OF COMMITTEES:		
For Expenses connected with the Appointment of Com- mittees to investigate or report on Matters relating to the Naval Department - - - - -	2,000 - -	2,000 - -
COMPENSATION FOR SEAMEN VOLUNTEERING FOR HER MAJESTY'S NAVY:		
For Compensation to the Owners of Merchant Vessels for Excess of Wages paid by them in providing Substitutes for Seamen who volunteer into Her Majesty's Navy (Act 16 & 17 Vict. c. 131) - - - - -	400 - -	800 - -
BOOKS AND STATIONERY:		
For Allowances for the purchase of Books and Stationery for Schools on board Her Majesty's Ships and Training Ships; and for Allowances to purchase Stationery for Captains and Paymasters of Her Majesty's Ships - -	3,000 - -	3,000 - -
LOSS BY EXCHANGE, &c.:		
For Loss by Exchange incurred from Payments made by Paymasters on the East India and China Station, &c.; and Discount on Bills drawn - - - - -	4,000 - -	3,000 - -
CONTINGENCIES:		
For Freight of Specie; Wages of Interpreters; Allowances for Lodgings, &c., to Officers and Crews of Her Majesty's Ships on Shore; Conveyance of the Royal Household; clearing Ships of Ashes; and other small or unforeseen Expenses - - - - -	7,000 - -	6,500 - -
(For details of Expenditure of Contingencies in 1862-63, see Appendix, page 110.)		
TOTAL - - - £.	102,320 - -	99,370 - -

— No. 14. —

HALF PAY, RESERVED HALF PAY, AND RETIREMENT TO OFFICERS OF THE NAVY
AND ROYAL MARINES.

Number unemployed on 1 Jan. 1864.	R A N K.	Rate of Half Pay or Retirement.		TOTAL of each Class. (365 Days.)	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
		Daily.	Annual.			
ACTIVE LIST.						
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
8	Admirals of the Fleet - - - - -	3 7 -	1,222 15 -	3,668 5 -		
20	Admirals - - - - -	2 2 -	766 10 -	15,330 - -		
24	Vice-Admirals - - - - -	1 12 6	593 2 6	14,235 - -		
40	Rear-Admirals - - - - -	1 5 -	456 5 -	18,250 - -		
87					51,483 5 -	49,098 18 -
49	Captains - - - - -	- 14 6	264 12 6	12,966 12 6		
52	Ditto - - - - -	- 12 6	228 2 6	11,862 10 -		
135	Ditto - - - - -	- 10 6	191 12 6	25,869 7 6		
236					50,698 10 -	51,862 4 -
119	Commanders - - - - -	- 10 -	182 10 -	21,717 10 -		
130	Ditto - - - - -	- 8 6	155 2 6	20,166 5 -		
249					41,883 15 -	41,028 12 -
185	Lieutenants - - - - -	{ From 8 6 to - 4 - Average 5s. 5d.	98 17 1	18,288 - 5	18,288 - 5	21,941 14 -
84	Staff Commanders and Masters - -	{ From 15 6 to - 5 - Average 8s. 9d.	159 13 9	13,413 15 -	13,413 15 -	14,786 8 -
4	Sub-Lieutenants - - - - -	- 2 6	45 12 6	182 10 -	182 10 -	228 15 -
2	Second Masters - - - - -	- 2 6	45 12 6	91 5 -	91 5 -	45 15 -
67	Chaplains - - - - -	{ From 14 6 to - 5 - Average 6s. 11d.	126 4 7	8,457 7 1	8,457 7 1	9,113 8 -
1	Inspector General of Hospitals - -	1 13 6	611 7 6	611 7 6		
5	Deputy ditto - - - - -	{ 2 at 1 2 6 3 at 1 1 -	410 12 6 388 5 -	1,971 - -		
6					2,582 7 6	2,589 9 -
124	Surgeons - - - - -	{ From 18 6 to - 11 - Average 13s.	237 5 -	29,419 - -	29,419 - -	34,257 12 -
22	Assistant Surgeons - - - - -	{ From 10 - to - 6 - Average 7s. 4d.	133 16 8	2,944 - 10	2,944 - 10	4,697 - -
4	Secretaries - - - - -	{ 2 at - 17 - 1 at - 14 6 1 at - 12 -	310 5 - 264 12 6 219 - -	1,377 17 6	1,377 17 6	1,555 10 -
88	Paymasters - - - - -	{ From 14 - to - 5 - Average 9s. 3d.	168 16 3	15,859 5 -	15,859 5 -	14,708 12 6
3	Assistant Paymasters - - - - -	- 2 6	45 12 6	136 17 6	136 17 6	228 15 -
15	Naval Instructors - - - - -	{ From 9 6 to - 3 - Average 5s. 9d.	104 18 9	1,574 1 3	1,574 1 3	1,512 16 -
Nil.	Inspector of Machinery - - - - -	- 10 -	182 10 -	Nil.	Nil.	183 - -
31	Chief Engineers - - - - -	{ From 10 - to - 5 - Average 6s. 6d.	118 12 6	3,677 7 6	3,677 7 6	4,344 14 6
1,207	TOTAL ACTIVE LIST - - -			£.	242,069 4 7	252,183 3 -

No. 14.—HALF PAY, RESERVED HALF PAY, and RETIREMENT to OFFICERS of the NAVY and ROYAL MARINES—continued.

Number unemployed on 1 Jan. 1864.	RANK.	Rate of Half Pay or Retirement.		TOTAL of each Class. (365 Days.)	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
		Daily.	Annual.			
RESERVED LIST.						
(Under Her Majesty's Orders in Council of 25 June 1851 and 29 December 1853.)						
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
3	Admirals - - - {In receipt of Retired Service}	2 2 -	766 10 -	2,299 10 -		
5	Ditto - - - {Pensions - - - -}	1 12 6	593 2 6	2,965 12 6		
2	Vice-Admirals - - -	1 12 6	593 2 6	1,186 5 -		
10					6,451 7 6	6,642 18 -
2	Admirals - - - {Greenwich Hospital,}	2 2 -	766 10 -	1,533 - -		
1	Vice-Admiral - - - {Order in Council,}	1 5 -	456 5 -	456 5 -		
1	Rear-Admiral - - - {30 January 1856}-	1 5 -	456 5 -	456 5 -		
4					2,445 10 -	2,452 4 -
17	Admirals - - - - -	1 5 -	456 5 -	7,756 5 -		
32	Vice-Admirals - - - - -	1 5 -	456 5 -	14,600 - -		
50	Rear-Admirals - - - - -	1 5 -	456 5 -	22,812 10 -		
99					45,168 15 -	43,920 - -
3	Captains - - - {Greenwich Hospital,}	- 10 6	191 12 6	574 17 6		
	- - - {Order in Council,}				574 17 6	576 9 -
	- - - {7 May 1858} - - -					
89	Captains - - - {Orders in Council,}	From 16 9	305 13 9	19,956 7 6		
	- - - {25 June 1851, 30}	to - 10 6	191 12 6		19,956 7 6	21,200 4 8
	- - - {January 1856, and}					
	- - - {1 August 1860} - - -					
3	Commanders, Greenwich Hospital, (Order in Council, 7 May 1858) - - -	- 8 6	155 2 6	465 7 6		
96	Commanders (Orders in Council, 25 June 1851, 30 January 1856, and 1 August 1860) - - -	From 12 9	232 13 9	16,981 12 6		
		to - 8 6	155 2 6		16,981 12 6	19,283 12 6
4	Lieutenants, Greenwich Hospital, (Order in Council, 7 May 1858) - - -	- 5 -	91 5 -	365 - -		
					365 - -	549 - -
18	Lieutenants - - - - -	- 7 -	127 15 -	2,209 10 -		
249	Ditto - - - - -	- 6 -	109 10 -	27,265 10 -		
1	Ditto - - - - -	- 5 -	91 5 -	91 5 -		
6	Ditto - - - - -	- 4 -	73 - -	438 - -		
27 4					30,094 5 -	35,996 2 -
2	Staff Commanders, Greenwich Hospital, (Order in Council, 7 May 1858) - - -	- 5 -	91 5 -	182 10 -		
					182 10 -	183 - -
1	Staff Commander and Master - - - - -	- 14 -	255 10 -	255 10 -		
1	Ditto - - - - -	- 10 -	182 10 -	182 10 -		
3	Ditto - - - - -	- 8 -	146 - -	438 - -		
17	Ditto - - - - -	- 7 -	127 15 -	2,171 15 -		
23	Ditto - - - - -	- 6 -	109 10 -	2,518 10 -		
45	Ditto - - - - -	- 5 -	91 5 -	4,106 5 -		
90					9,672 10 -	10,925 2 -
2	Paymasters, holding Civil Appointments, Greenwich Hospital - - - - -	- 5 -	91 5 -	182 10 -		
					182 10 -	274 10 -
1	Secretary, ditto - - - - -	- 12 -	219 - -	219 - -		
					219 - -	219 12 -
677						
TOTAL RESERVED LIST - - - £.					132,759 12 6	142,689 7 2
RETIRED LIST.						
(Under Admiralty Circular, 31 August 1846, and Her Majesty's Orders in Council, 10 August 1840, 25 June 1851, 30 January 1856, and 1 August 1860.)						
NAVAL OFFICERS.						
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
25	Admirals - - - {under Order in Council,}	1 5 -	456 5 -	11,406 5 -		
20	Ditto - - - {7 May 1858} - - -	1 - -	365 - -	7,300 - -		
29	Vice ditto - - -	1 - -	365 - -	10,585 - -		
74					29,291 5 -	27,175 10 -
41	Rear-Admirals {with Pay of Retired Cap- tains - - - -}	1 - -	365 - -	14,965 - -		
					14,965 - -	17,202 - -
4	Captains - - - - -	1 - -	365 - -	1,460 - -		
17	Ditto - - - - -	- 18 -	328 10 -	5,584 10 -		
13	Ditto - - - {under Order in Council,}	1 - -	365 - -	4,745 - -		
1	Ditto - - - {1 August 1860} - - -	- 18 -	328 10 -	328 10 -		
192	Ditto - - - - -	- 10 6	191 12 6	36,792 - -		
227					48,910 - -	52,292 5 -
342						
Carried forward - - - £.				93,166 5 -	96,669 15 -	

No. 14.—HALF PAY, RESERVED HALF PAY, and RETIREMENT to OFFICERS of the NAVY and ROYAL MARINES—*continued.*

Number unemployed on 1 Jan. 1864.	RANK.	Rate of Half Pay or Retirement.		TOTAL of each Class. (365 Days.)	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
		Daily.	Annual.			
RETIRED LIST—continued.						
NAVAL OFFICERS—continued.						
342	- - - - -	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
	- - - - - Brought forward - - -				93,166 5 -	96,669 15 -
	(Under Admiralty Circular, 31 August 1846, and Her Majesty's Orders in Council, 10 August 1840, 25 June 1851, 30 January 1856, and 1 August 1860)—continued.					
62	Captains, from Commanders' List (under Order in Council, 1 August 1860) - - -	From 17 9 to - 8 6	323 18 9 155 2 6	14,294 6 3	14,294 6 3	14,367 4 -
1	Captain (late Master), (under Order in Council, 28 February 1855) - - -	- 16 6	301 2 6	301 2 6		
2	Ditto - ditto - - - - -	- 15 6	282 17 6	565 15 -		
2	Ditto - ditto - - - - -	- 14 -	255 10 -	511 - -		
2	Ditto - ditto - - - - -	- 13 -	237 5 -	474 10 -		
7					1,852 7 6	988 4 -
33	Commanders (under Order in Council, 1 August 1860) - - - - -	From 12 6 to 10 -	228 2 6 182 10 -	6,387 10 -	6,387 10 -	6,006 19 6
97	Commanders (under Order in Council, 30 January 1816) - - - - -	- 8 6	155 2 6	15,047 2 6		
284	Ditto - (under Order in Council, 1 November 1830) - - - - -	- 7 -	127 15 -	36,281 - -	51,328 2 6	50,956 7 -
381	Commanders, from Lieutenants' List (under Order in Council, 1 August 1860) - - -	From 13 6 to - 5 -	246 7 6 91 5 -	28,387 17 6	28,387 17 6	27,633 - -
179	Commanders (late Masters), (under Order in Council, 19 May 1846) - - - - -	- 13 6	246 7 6	1,231 17 6		
5	Ditto - ditto - - - - -	- 12 6	228 2 6	912 10 -		
4	Ditto - ditto - - - - -	- 10 6	191 12 6	2,874 7 6		
15	Lieutenants (under Order in Council, 1 August 1860) - - - - -	From 7 9 to 4 -	141 8 9 73 - -	4,078 17 6	5,018 15 -	5,608 19 -
24	Lieutenant - In Holy Orders - - -	- 6 -	109 10 -	109 10 -	4,078 17 6	3,875 - 6
1	Ditto - - - - -	- 5 -	91 5 -	91 5 -		
2	Chaplain - - - - -	- 5 -	91 5 -	nil - - -	200 15 -	201 6 -
nil.	Inspectors General of Hospitals and Fleets - - -	1 17 6	684 7 6	1,368 15 -	nil - -	91 10 -
2	Ditto - - - - -	1 12 6	593 2 6	1,186 5 -		
1	Ditto - - - - -	1 5 6	465 7 6	465 7 6		
3	Ditto - - - - -	- 19 9	360 8 9	1,081 6 3		
8	Deputy Inspectors General of Hospitals and Fleets - - - - -	From 1 2 to - 6 -	401 10 - 109 10 -	6,629 6 3	4,101 13 9	4,112 18 6
21	Surgeons - - - - -	- 13 -	237 5 -	474 10 -	6,629 6 3	4,277 12 6
2	Ditto - - - - -	- 10 -	182 10 -	547 10 -		
3	Ditto - - - - -	- 3 -	54 15 -	711 15 -		
13	Surgeons (Unfit for further Service) - - -	From 18 6 to - 5 -	337 12 6 91 5 -	22,867 5 -	1,733 15 -	1,793 8 -
156	Assistant Surgeons - - - - -	- 10 -	182 10 -	365 - -	22,867 5 -	22,426 13 -
2	Ditto - - - - -	- 8 -	146 - -	292 - -		
3	Ditto - - - - -	- 6 -	109 10 -	328 10 -		
1	Ditto - - - - -	- 5 -	91 5 -	91 5 -		
2	Ditto - - - - -	- 4 6	82 2 6	164 5 -		
10	Ditto - - - - -	- 3 -	54 15 -	547 10 -		
20	Naval Instructors - - - - -	- 10 -	182 10 -	365 - -	1,788 10 -	1,427 8 -
2	Ditto - - - - -	- 8 -	146 - -	438 - -		
3	Paymasters-in-Chief (under Order in Council, 5 April 1852) - - - - -	- 14 -	255 10 -	2,555 - -	803 - -	658 16 -
5	Paymasters (under Order in Council, 1843) - - -	- 8 6	155 2 6	310 5 -	2,555 - -	2,562 - -
10	Paymasters (under Order in Council, 1852) - - -	From 14 - to - 5 -	255 10 - 91 5 -	20,075 - -		
2	Secretary - - - - -	- 17 -	310 5 -	310 5 -	20,385 5 -	22,810 19 -
134	Paymaster - Pensioned from Civil Employment - - -	- 8 6	155 2 6	155 2 6	310 5 -	311 2 -
136	Ditto - - - - -	- 7 -	127 15 -	1,022 - -		
1	Ditto - - - - -	- 6 -	109 10 -	219 - -		
11	Engineers - - - - -	- 10 -	182 10 -	365 - -	1,396 2 6	1,207 16 -
2	Ditto - - - - -	- 8 -	146 - -	292 - -		
2	Ditto - - - - -	- 5 -	91 5 -	182 10 -		
6	TOTAL Retired List of Naval Officers - - -	- - -	- - -	- - -	839 10 -	750 6 -
1,457	TOTAL Retired List of Naval Officers - - -	- - -	- - -	- - -	268,124 8 9	268,737 4 -

No. 14.—HALF PAY, RESERVED HALF PAY, and RETIREMENT to OFFICERS of the NAVY and ROYAL MARINES—continued.

Number. on 1 Jan. 1864.	R A N K.	Rate of Half Pay or Retirement		TOTAL of each Class. (365 Days.)	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
		Daily.	Annual.			
RETIRED LIST—continued.						
	MARINE OFFICERS:	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
	Unattached Pay:					
1	General - - - - -	- - -	900 - -	900 - -		
1	Ditto - - - - -	1 18 6	702 12 6	702 12 6		
3	Lieutenant-Generals - - - - -	- - -	900 - -	2,700 - -		
1	Major-General - - - - -	- - -	900 - -	900 - -		
4	Ditto - - - - -	1 18 6	702 12 6	2,810 10 -	8,013 2 6	7,045 10 -
10	Retired Full Pay:					
1	General - - - - -	- - -	400 - -	400 - -		
1	Lieutenant-General - - - - -	2 5 -	821 5 -	821 5 -		
1	Major-General - - - - -	2 - -	730 - -	730 - -		
10	Ditto - - - - -	1 18 6	702 12 6	7,026 5 -		
7	Ditto - - - - -	- - -	400 - -	2,800 - -		
3	Ditto - - - - -	1 5 -	456 5 -	1,368 15 -		
2	Ditto - - - - -	1 - -	365 - -	730 - -		
2	Ditto - - - - -	- 17 -	310 5 -	620 10 -		
3	Colonels - - - - -	1 - -	365 - -	1,095 - -		
12	Ditto - - - - -	- 17 -	310 5 -	3,723 - -		
2	Ditto - - - - -	- 13 7	247 17 11	495 15 10		
5	Lieutenant-Colonels - - - - -	- 13 7	247 17 11	1,239 9 7		
1	Ditto - - - - -	- 12 6	228 2 6	228 2 6		
1	Major - - - - -	- 12 1	220 10 5	220 10 5		
30	Ditto - - - - -	- 11 7	211 7 11	6,341 17 6		
11	Ditto - - - - -	- 10 6	191 12 6	2,107 17 6		
3	First Lieutenants - - - - -	- 7 6	136 17 6	410 12 6	30,359 - 10	32,334 14 10
95	Reserved and Retired Half Pay:					
1	Colonel - - - - -	- 14 6	264 12 6	264 12 6		
1	Major - - - - -	- 9 6	173 7 6	173 7 6		
1	Ditto - - - - -	- 8 4	152 1 8	152 1 8		
1	Ditto - - - - -	- 7 4	133 16 8	133 16 8		
3	Ditto - - - - -	- 7 -	127 15 -	383 5 -		
6	Captains - - - - -	- 7 4	133 16 8	803 - -		
43	Ditto - - - - -	- 7 -	127 15 -	5,493 5 -		
4	Quartermasters (under Order in Council of 25 June 1857) - - - - -	- 10 -	182 10 -	730 - -		
5	First Lieutenants - - - - -	- 4 8	85 3 4	425 16 8		
52	Ditto - - - - -	- 4 6	82 2 6	4,270 10 -		
7	Ditto - - - - -	- 4 -	73 - -	511 - -		
1	Second Lieutenant - - - - -	- 3 2	57 15 10	57 15 10		
56	Ditto - - - - -	- 3 -	54 15 -	3,066 - -	16,464 10 10	16,351 1 -
181						
286	TOTAL RETIRED LIST OF MARINE OFFICERS - - -		£.		54,836 14 2	55,731 5 10

On Half-Pay.

1 Jan. 1864. 1 Jan. 1863.

A B S T R A C T.

1,207	1,300	ACTIVE LIST of NAVAL OFFICERS - - - - -	242,069 4 7	252,183 3 -
677	762	RESERVED LIST of - - - Ditto - - - - -	132,759 12 6	142,689 7 2
1,457	1,471	RETIRED LIST of - - - Ditto - - - - -	268,124 8 9	268,737 4 -
286	292	Ditto - - - of MARINE OFFICERS - - - - -	54,836 14 2	55,731 5 10
3,627	3,825	TOTAL - - -	£. 697,790 - -	719,341 - -

— No. 15. —

MILITARY PENSIONS AND ALLOWANCES.

					REQUIRED for the Service of the Year 1864/65.			LAST VOTE for the Financial Year 1863/64.		
					£.	s.	d.	£.	s.	d.
PENSIONS FOR GOOD AND MERITORIOUS SERVICES.										
Granted in pursuance of an Order in Council, dated 12th July 1837, founded on the Recommendation contained in the Report of the Select Committee of the House of Commons on Army and Navy Appointments, dated 12th August 1833.										
					ESTIMATES on which the Services are stated.					
FLAG OFFICERS.										
Admiral Sir George Francis Seymour, G. C. B., G. C. H.	-	-	-	-	1854-55 - p. 72	-	-	300	-	-
Sir Phipps Hornby, G. C. B.	-	-	-	-	1859-60 - p. 89	-	300	300	-	-
John Ayscough	-	-	-	-	1861-62 - p. 88	-	-	300	-	-
Sir Thomas John Cochrane, G. C. B.	-	-	-	-	1862-63 - p. 82	-	-	300	-	-
Sir Edward Harvey, K. C. B.	-	-	-	-	1863-64 - p. 68	-	300	300	-	-
Sir George R. Sartorius, Kt.	-	-	-	-	1863-64 - p. 69	-	300	300	-	-
Sir Fairfax Moresby, K. C. B.	-	-	-	-	1863-64 - p. 69	-	300	300	-	-
CAPTAINS.										
Captain William H. Hall, C. B.	-	-	-	-	1857-58 - p. 90	-	-	150	-	-
Bartholomew J. Sullivan, C. B.	-	-	-	-	1858-59 - p. 93	-	-	150	-	-
John Adams	-	-	-	-	1858-59 - p. 94	-	-	150	-	-
Frederick Hutton	-	-	-	-	1858-59 - p. 96	-	-	150	-	-
Frederick Warden, C. B.	-	-	-	-	1859-60 - p. 89	-	-	150	-	-
C. H. M. Buckle, C. B.	-	-	-	-	1859-60 - p. 90	-	-	150	-	-
George Giffard, C. B.	-	-	-	-	1859-60 - p. 90	-	-	150	-	-
John L. Stokes	-	-	-	-	1860-61 - p. 88	-	150	150	-	-
Erasmus Ommanney, C. B.	-	-	-	-	1860-61 - p. 88	-	150	150	-	-
George Thomas Gordon	-	-	-	-	1861-62 - p. 89	-	150	150	-	-
George William Douglas O'Callaghan	-	-	-	-	1861-62 - p. 89	-	150	150	-	-
Henry Mangles Denham	-	-	-	-	1861-62 - p. 89	-	150	150	-	-
James Johnstone M'Cleverty, C. B.	-	-	-	-	1861-62 - p. 90	-	-	150	-	-
Henry Lyster	-	-	-	-	1862-63 - p. 82	-	-	150	-	-
John Fulford	-	-	-	-	1862-63 - p. 83	-	150	150	-	-
William John Cavendish Clifford, C. B.	-	-	-	-	1863-64 - p. 70	-	150	150	-	-
Honourable George Fowler Hastings, C. B.	-	-	-	-	1863-64 - p. 70	-	-	150	-	-
Frederick Henry Hastings Glass, C. B.	-	-	-	-	1863-64 - p. 71	-	150	150	-	-
James Willcox, C. B.	-	-	-	-	1863-64 - p. 71	-	150	150	-	-
Wallace Houstoun	-	-	-	-	1863-64 - p. 72	-	150	150	-	-
Henry Broadhead	-	-	-	-	1863-64 - p. 72	-	150	150	-	-
MARINE OFFICERS.										
General John Rawlings Coryton	-	-	-	-	1859-60 - p. 91	-	300	300	-	-
Colonel Thomas Lemon, C. B.	-	-	-	-	1862-63 - p. 83	-	150	150	-	-
John Hawkins Gascoigne, C. B.	-	-	-	-	1863-64 - p. 73	-	150	150	-	-
MEDICAL OFFICERS.										
Inspector General Sir John Richardson, Kt., C. B., M. D.	-	-	-	-	1863-64 - p. 73	-	100	100	-	-
Sir William Rae, Kt., C. B., M. D.	-	-	-	-	1863-64 - p. 74	-	100	100	-	-
John Wilson, M. D.	-	-	-	-	1863-64 - p. 74	-	100	100	-	-
Carried forward					£.	3,750	-	6,150	-	-

No. 15.—MILITARY PENSIONS AND ALLOWANCES—*continued.*

						REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
						£. s. d.	£. s. d.
PENSIONS FOR GOOD AND MERITORIOUS SERVICES— <i>continued.</i>							
Brought forward - - - £.						3,750 - -	6,150 - -
Admiral Sir ARTHUR FANSHAWE, K.C.B. - - - - -						300 - -	
Entered the Service - - - - December 1806							
Lieutenant - - - - - 22 April - 1813							
Commander - - - - - 2 October - 1815							
Captain - - - - - 17 October - 1816							
Rear-Admiral - - - - - 18 June - 1851							
Vice-Admiral - - - - - 9 July - 1857							
Admiral - - - - - 4 October - 1862							
In 1807 served in the expedition to Copenhagen under Lord Gambier, and in 1808, at the capture and destruction of a Russian 74-gun ship in the Gulf of Finland.							
When Lieutenant of the "Endymion," was employed on several occasions in her boats against American privateers, especially on one occasion, when twenty-seven privateers and merchant vessels were captured and destroyed in the Connecticut River.							
Served also in Naval attacks on shore, and assisted at the capture of the United States frigate "President," after a severe action.							
As Flag Captain to Admiral the Honourable Sir Robert Stopford, served in the "Princess Charlotte," in the operations on the Coast of Syria in 1840, including the attack on, and capture of St. Jean d'Acre, for which he received the Companionship of the Bath.							
Served at different periods as Commander-in-Chief on the West Coast of Africa, West Indian, Mediterranean and Plymouth Stations eight years and a half, and as Superintendent of Portsmouth Dockyard for upwards of a year.							
Has been actively employed as a Commissioned Officer upwards of twenty-two years.							
Carried forward - - - £.						4,050 - -	6,150 - -

No. 15.—MILITARY PENSIONS AND ALLOWANCES—*continued.*

						REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
PENSIONS FOR GOOD AND MERITORIOUS SERVICES— <i>continued.</i>						£. s. d.	£. s. d.
Brought forward						4,050 - -	6,150 - -
Admiral Sir HOUSTON STEWART, K.C.B. - - - - -						300 - -	
Entered the Service	-	-	-	-	5 February 1805		
Lieutenant	-	-	-	-	1 August - 1811		
Commander	-	-	-	-	13 August - 1814		
Captain	-	-	-	-	10 June - 1817		
Rear-Admiral	-	-	-	-	16 June - 1851		
Vice-Admiral	-	-	-	-	30 July - 1857		
Admiral	-	-	-	-	10 November 1862		
In 1806 witnessed the capture of four heavy French frigates by a squadron under Sir Samuel Hood, being present in the boat which took possession of "La Gloire" of 46 guns. Served in the "Imperieuse," under Lord Cochrane, in 1807, at the capture of Fort Roquette, in the Bay of Arcasson, and also bore a part in the various services performed by that ship whilst under Lord Cochrane's command. Assisted in cutting out from under the batteries at Port Vendres "La Julie," French armed zebeque, and after her capture was appointed to the command of her. Served in the "Imperieuse" at the siege of Flushing, where, at his suggestion, shells were fired from the main deck, by which the Fort of Terneuse was blown up, and the "Imperieuse" rescued from a very critical position. While on detached service, in command of a boat with sixteen men, displayed much judgment in detaining an American vessel which was afterwards condemned. In 1840, commanded the "Benbow," during the operations on the Coast of Syria, including an attack on, and capture of St. Jean d'Acre, for which service he was awarded the Companionship of the Bath. During the war with Russia, 1854-1856, performed highly valuable service both in disembarking the British troops at Malta at its commencement, and afterwards in completing the disembarkation of the Army from the Crimea. As second in command in the Mediterranean, during the Russian War, performed distinguished service in the operations in the Straits of Kertch, and afterwards at the fall of Kinbourn. Held the appointments of Comptroller General of the Coast Guard, and Admiral Superintendent of Malta Dockyard for nearly five years, and served at different times as second in command on the Mediterranean station, and Commander in Chief in the West Indies, and at Plymouth, for upwards of eight years. Has been actively employed as a Commissioned Officer twenty-two years and three months.							
Carried forward						4,350 - -	6,150 - -

No. 15.—MILITARY PENSIONS AND ALLOWANCES—*continued.*

						REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
						£. s. d.	£. s. d.
PENSIONS FOR GOOD AND MERITORIOUS SERVICES— <i>continued.</i>							
Brought forward - - - £.						4,350 - -	6,150 - -
Admiral Sir HENRY WILLIAM BRUCE, K.C.B. (since deceased) - - - -							
Entered the Service	-	-	-	-	in 1804		
Lieutenant -	-	-	-	-	5 January 1810		
Commander -	-	-	-	-	27 May 1814		
Captain -	-	-	-	-	16 November 1821		
Rear-Admiral -	-	-	-	-	30 July 1852		
Vice-Admiral -	-	-	-	-	2 October 1857		
Admiral -	-	-	-	-	27 April 1863		
Served in the "Euryalus," at the battle of Trafalgar, and in the "Endymion," at the forcing of the Dardanelles.							
When Lieutenant of the "Belvidera," was wounded in the action with the American ship "President," supported by two other frigates and two sloops of war.							
Served in boats at the capture of a schooner in Chesapeake Bay, and subsequently at the capture of a privateer of 15 guns and 70 men.							
Served in boats, also, at the capture of three Danish gun boats.							
When in command of the "Manly," served under Rear-Admiral Sir George Cockburn in the operations in the Patuxent and Patapsco.							
In 1851, whilst serving as Commander in Chief on the West Coast of Africa, he conducted an attack on Lagos, which terminated in the capture of the town, and the deposition of the slave-dealing chief, for which he received the marked thanks of the Government.							
On the expiration of his command he again received the high approval of the Government for the masterly manner in which he had checked the Slave Trade.							
In 1854 he was employed as Commander in Chief on the Pacific Station, and held the appointment of Commander in Chief at Portsmouth, from February 1860 to March 1863.							
Was actively employed afloat as a Commissioned Officer upwards of 26 years.							
Admiral Sir WILLIAM FANSHAWE MARTIN, K.C.B. - - - -						300 - -	
Entered the Service	-	-	-	-	1813		
Lieutenant -	-	-	-	-	15 December 1820		
Commander -	-	-	-	-	8 February 1823		
Captain -	-	-	-	-	5 June 1824		
Rear-Admiral -	-	-	-	-	28 May 1853		
Vice-Admiral -	-	-	-	-	13 February 1858		
Admiral -	-	-	-	-	14 November 1863		
As Commodore was employed on particular service at Lisbon, from 1849 to 1852.							
In 1853, was appointed Admiral Superintendent of Portsmouth Dockyard, and served in that capacity for four years.							
In 1858, he became a member of the Board of Admiralty, and from 1860 to 1863 served as Commander in Chief on the Mediterranean Station.							
Has been actively employed as a Commissioned Officer nearly 21 years.							
Carried forward - - - £.						4,650 - -	6,150 - -

No. 15.—MILITARY PENSIONS AND ALLOWANCES—*continued.*

				REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
PENSIONS FOR GOOD AND MERITORIOUS SERVICES— <i>continued.</i>				£. s. d.	£. s. d.
Brought forward - - - £.				4,650 - -	6,150 - -
Captain RICHARD STRODE HEWLETT, C.B. - - - - -				150 - -	
Entered the Service - - 26 August - 1821					
Lieutenant - - - 10 January - 1837					
Commander - - - 23 September - 1845					
Captain - - - 15 January - 1850					
During the operations on the coast of Syria in 1840, was employed in blockading the Turco-Egyptian squadron off Alexandria. In August 1854, when in command of the "Edinburgh" in the Baltic, performed valuable service in the operations against Bomarsund, and again the following year at the attack on Sweaborg. As Captain of the gunnery ship at Portsmouth, and Superintendent of the Royal Naval College, discharged the important duties entrusted to him with great zeal and ability. Has been actively employed as a commissioned officer upwards of 23 years.					
Captain HUGH DUNLOP, C.B. - - - - -				150 - -	
Entered the Service - - 5 April - 1821					
Lieutenant - - - 8 February 1828					
Commander - - - 12 August - 1842					
Captain - - - 3 August - 1850					
In 1847, when senior officer of the Northern Division on the coast of Africa, performed very valuable and meritorious services in breaking up slave establishments, destroying the property of slave-dealers, and otherwise suppressing the slave trade: also conducted an expedition up the Sherboro River for the purpose of putting an end to a warfare which had long been carried on among the native chiefs, to the great detriment of British Commerce. In 1855, while in command of the "Tartar" in the Baltic, assisted at the capture of 11 Russian vessels at Basso Fiord, and of eight others in the Gulf of Bothnia. The same year performed good service in reconnoitring the enemy's defences at Gamla Carleby. The following year did useful service during disturbances at St. Domingo, and in 1858 displayed great discretion and judgment during proceedings at Venezuela. In 1859 employed as special commissioner to investigate the relative British and French rights in connection with the fisheries on the coast of Newfoundland. Served as Commodore of the first Class in the West Indies from November 1859 to May 1863, during which period he repeatedly rendered valuable service in connection with the enforcement of British claims upon, and British intervention in, Mexico. Has been actively employed afloat as a commissioned officer upwards of 14 years.					
Carried forward - - - £.				4,950 - -	6,150 - -

No. 15.—MILITARY PENSIONS AND ALLOWANCES—*continued.*

	* PENSIONS FOR GOOD AND MERITORIOUS SERVICES— <i>continued.</i>	REQUIRED for the Service of the Year 1864/65.			LAST VOTE for the Financial Year 1863/64.		
		£.	s.	d.	£.	s.	d.
	Brought forward) - - - £.	4,950	-	-	6,150	-	-
Captain THOMAS PICKERING THOMPSON	- - - - -	150	-	-			
Entered the Service	- - - - 4 September 1823						
Lieutenant	- - - - 5 June - 1834						
Commander	- - - - 23 November 1841						
Captain	- - - - 25 June - 1847						
When first Lieutenant of the "Magicienne," in 1840, served during the operations on the Coast of Syria. In April 1847, when Commander of the "Espiegle," performed valuable service in the combined Naval Expedition up the Canton River. Has been actively employed afloat as a commissioned officer upwards of 16 years.							
Captain ROBERT HARRIS	- - - - -	150	-	-			
Entered the Service	- - - - 26 January - 1822						
Lieutenant	- - - - 21 May - 1833						
Commander	- - - - 8 June - 1841						
Captain	- - - - 19 October - 1849						
Served in the "Cambrian" at the Battle of Navarino. In 1841, when Lieutenant of the "Melville," assisted at the capture of the Bocca Tigris Forts, and commanded a rocket boat in the operations against various defences in the Canton River. Commanded successively the "Illustrious" and "Britannia," training ships, from January 1854 to October 1862, during which period he displayed eminent care, zeal, and assiduity in superintending the training and education of the Naval Cadets. Has been actively employed afloat as a commissioned officer upwards of 20 years.							
Captain THOMAS FISHER	- - - - -	150	-	-			
Entered the Service	- - - - 21 October 1824						
Lieutenant	- - - - 28 December 1833						
Commander	- - - - 23 November 1841						
Captain	- - - - 11 October 1847						
In May 1854, when in command of the "Magicienne," in the Baltic, assisted at the bombardment of Gustafsvärn, and afterwards distinguished himself by his great exertions and vigilance at the Blockade of Helsingfors. The following year, when in command of the "Retribution," was employed in further operations in the Baltic. Has been actively employed afloat as a commissioned officer upwards of 16 years.							
	Carried forward - - - £.	5,400	-	-	6,150	-	-

No. 15.—MILITARY PENSIONS AND ALLOWANCES—*continued.*

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
	£. s. d.	£. s. d.
PENSIONS FOR GOOD AND MERITORIOUS SERVICES— <i>continued.</i>		
Brought forward - - - £.	5,400 - -	6,150 - -
Captain EDWIN CLAYTON TENNYSON D'EYNCOURT - - - - -	150 - -	
Entered the Service - - 3 August - 1826		
Lieutenant - - - 21 February - 1837		
Commander - - - 8 June - 1841		
Captain - - - 1 November - 1849		
Served as Lieutenant in all the operations in the Canton River in 1841, including the capture of Chuanpee and of the defences of and City of Canton.		
Was wounded at the successful attack on the Boeca Tigris Forts.		
The same year assisted at the destruction of a fleet of Chinese war junks and other vessels.		
When successively in command of the "Desperate" and "Pylades," assisted in the operations in the Baltic in the campaigns of 1854, 1855 and 1856, and especially performed good service at the blockade of Helsingfors.		
Has been actively employed afloat as a commissioned officer upwards of 12 years.		
Captain Sir ROBERT JOHN Le MESURIER M'CLURE, Kt., C.B. - - - - -	150 - -	
Entered the Service - - 22 April - 1824		
Lieutenant - - - 30 November - 1837		
Commander - - - 4 November - 1849		
Captain - - - 18 December - 1850		
In 1851-3, when commander of the "Investigator," was the first to navigate the passage between Bhering's Straits and Melville Straits.		
In December 1857, performed distinguished service at the capture of Canton.		
Has been actively employed afloat as a commissioned officer nearly 20 years.		
Captain THOMAS HARVEY - - - - -	150 - -	
Entered the Service - - 15 December - 1822		
Lieutenant - - - 24 December - 1829		
Commander - - - 6 November - 1840		
Captain - - - 31 January - 1848		
In 1823, while serving in the "Gloucester," employed against pirates on the coast of Cuba. In 1827, employed at the blockade of Navarino, at the taking of Cavabusa, and against Greek pirates.		
Has been actively employed afloat as a commissioned officer nearly 18 years.		
Carried forward - - - £.	5,850 - -	6,150 - -

No. 15.—MILITARY PENSIONS AND ALLOWANCES—*continued.*

		REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
		£. s. d.	£. s. d.
PENSIONS FOR GOOD AND MERITORIOUS SERVICES— <i>continued.</i>			
Brought forward - - - £.		5,850 - -	6,150 - -
Captain SIDNEY GRENFELL - - - - -		150 - -	
Entered the Service - - - - 25 June - 1822			
Lieutenant - - - - 20 May - 1833			
Commander - - - - 5 November 1840			
Captain - - - - 15 January 1850			
In 1847, whilst serving as commander of the Coast guard, was highly commended for his conduct in suppressing riots at Exmouth. In 1857 was gazetted as having been engaged at the destruction of a flotilla of Chinese war junks. In 1858 was employed to conduct an expedition against pirates on the Coast of Malacca, which service he performed with promptitude and determination. Was engaged in various important operations against the Chinese in 1858, and was thanked for the zeal and energy displayed by him during the military expedition against Pekin. Has been actively employed as a commissioned officer nearly sixteen years.			
Captain ASTLEY COOPER KEY, C.B. - - - - -		150 - -	
Entered the Service - - - - 13 August - 1833			
Lieutenant - - - - 22 December 1842			
Commander - - - - 18 November 1845			
Captain - - - - 11 October - 1850			
In 1845 was promoted to the rank of Commander for the destruction of the batteries at Punta Obligado in the Tarana River. In 1849 was commended for his conduct during the attack of Catania by the Neapolitan troops. In 1854 he was gazetted for judicious conduct in effecting the surrender of Libau, and commended for checking Russian trade near Helsingfors. In 1855 was gazetted with praise for the attack on Sweaborg, and in 1858 was twice gazetted with high praise for his services at the assault on and capture of Canton. Has been actively employed as a commissioned officer upwards of fourteen years.			
		£. 6,150 - -	6,150 - -

No. 15.—MILITARY PENSIONS AND ALLOWANCES—continued.

				REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
				£. s. d.	£. s. d.
PENSIONS FOR CONSPICUOUS BRAVERY:					
The Pensions to Warrant and Petty Officers, Seamen, and Marines, who have received the Decoration of the "Victoria Cross" for the "Merit of Conspicuous Bravery," for the year 1863-64, amounted to - - -				160 - -	160 - -
Abate,—Amount of Pensions ceased between the 1st December 1862 and 30th November 1863 - - - - -				- nil.	- - -
£.				160 - -	- - -
Add,—Pension granted within the year, viz.:					
To George Hinckley, seaman - - - - -				10 - -	- - -
£.				170 - -	160 - -
Note.—The names of the other Pensioners were given on the Navy Estimates for the years					
1858-59 - - - - - p. 99					
1862-63 - - - - - 84					
1863-64 - - - - - 75					
FLAG OFFICERS' RETIRED SERVICE PENSIONS:					
Flag Officers on Reserved Half-pay in receipt of Retired Service Pensions, granted in pursuance of Her Majesty's Order in Council, 25th June 1851, viz.:					
Admiral the Hon. Sir George Elliott, K.C.B. - - - - -				- - -	150 - -
" Sir Edward Tucker, K.C.B. - - - - -				150 - -	150 - -
" Sir John Louis, Bart. - - - - -				- - -	150 - -
" Manley Hall Dixon - - - - -				150 - -	150 - -
" William Bowen Mends - - - - -				150 - -	150 - -
" Sir Henry Prescott, K.C.B. - - - - -				150 - -	150 - -
" Edward Collier, C.B. - - - - -				150 - -	150 - -
" William Walpole - - - - -				150 - -	150 - -
" William J. Mingaye - - - - -				150 - -	150 - -
" George Frederick Rich - - - - -				- - -	150 - -
" Francis Erskine Loch - - - - -				150 - -	- - -
Vice-Admiral Henry Francis Greville, C.B. - - - - -				150 - -	- - -
" Thomas Bennett - - - - -				150 - -	- - -
£.				1,500 - -	1,500 - -
COMMISSIONED AND WARRANT OFFICERS:					
For Pensions to Commissioned and Warrant Officers, &c., as voted in the Estimates for 1863-64, amounted to - - - - -				37,594 - -	37,594 - -
Abate,—Amount of Pensions ceased between the 1st December 1862 and the 30th November 1863 - - - - -				2,808 1 11	- - -
£.				34,785 18 1	- - -
Add,—Pensions granted between the 1st December 1862 and the 30th November 1863; viz.					
To Commander Henry Huxham for wounds received on 23d July 1860, whilst engaged in operations against Chinese pirates, 5s. a day for two years. (Since deceased) - - - - -				- - -	- - -
To Four Engineers and Assistant Engineers, Ten Gunners, Seven Boat-swains, and Seven Carpenters, varying from 40 l. to 100 l. - - -				2,079 1 11	- - -
£.				36,865 - -	37,594 - -
Number of Pensioners of each Class paid out of the above sum:					
Commissioned Officers.	Flag Officer - - -	1	Royal Marines.	Lieutenant-Colonel - -	1
	Captains - - -	14		Captains - - -	4
	Commanders - - -	18		Lieutenants - - -	9
	Lieutenants - - -	47	Warrant Officers.	Gunners - - -	136
	Masters - - -	9		Boatswains - - -	103
	Second Masters - -	2		Carpenters - - -	118
	Mate - - -	1	Engineers - - -		30
	Surgeon - - -	1	Cooks - - -		72
	Paymasters - - -	4	TOTAL - - -		
				570	

No. 15.—MILITARY PENSIONS AND ALLOWANCES—*continued.*

WIDOWS AND RELATIVES OF OFFICERS SLAIN, &c.:

The Pensions to the Widows and Relatives of Officers drowned, &c., as voted in the Estimates for 1863-64, amounted to - - - - -

Abate,—Amount of Pensions ceased between the 1st December 1862 and 30th November 1863 - - - - -

Add,—Pensions granted between the 1st December 1862 and 30th November 1863 - - - - -

REQUIRED
for the
Service of the Year
1864/65.

LAST VOTE
for
the Financial Year
1863/64.

£. s. d.

£. s. d.

10,245 - -

10,245 - -

425 - -

£. 9,820 - -

310 - -

£. 10,130 - -

10,245 - -

Number of Pensioners of each Class paid out of the above sum:

To Widows, &c. of	Flag Officers -	4	Lieut.-Colonel, R.M. -	1
	Captains -	19	Captains, R.M. -	2
	Commanders -	9	Engineers (including As-	
	Lieutenants -	23	sistant Engineers) -	15
	Masters -	12	Warrant Officers -	71
	Acting Masters -	2	Master of Transports -	1
	Second Masters -	3	Ice Masters -	2
	Chaplain -	1	Pilots and others -	17
	Medical Officers -	10		
	Paymasters -	6	TOTAL -	198

WIDOWS OF NAVAL OFFICERS:

For Pensions to Widows of Flag Officers, Captains, Commanders, Secretaries, Lieutenants, Masters, Chaplains, Naval Instructors, Engineers, and Warrant Officers - - - - -

132,381 - -

133,681 - -

For Pensions to Widows of Medical Officers and Paymasters - - - - -

26,329 - -

26,340 - -

£. 158,710 - -

160,021 - -

Number of Pensioners of each Class paid out of the above sum:

To Widows of	Flag Officers -	125	Naval Instructors -	6
	Captains -	232	Engineers (including As-	
	Commanders -	449	sistant Engineers) -	21
	Secretaries -	5	Warrant Officers -	748
	Lieutenants -	743	Medical Officers -	342
	Masters -	239	Paymasters -	278
	Second Master -	1		
	Chaplains -	5	TOTAL -	3,194

WIDOWS OF MARINE OFFICERS:

Pensions to the Widows of General Officers, Colonels, Lieutenant-Colonels, Captains, Lieutenants, Surgeons, and Assistant Surgeons - - - - - £.

11,574 - -

11,208 - -

Number of Pensioners of each Class paid out of the above sum:

To Widows of	General Officers -	13	Surgeon -	1
	Colonels -	8	Assistant Surgeons -	5
	Lieut.-Colonels -	11		
	Captains -	80	TOTAL -	227
	Lieutenants -	109		

No. 15.—MILITARY PENSIONS AND ALLOWANCES—*continued.*

						REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
						£. s. d.	£. s. d.
COMPASSIONATE LIST:							
Allowances to the Children of Naval and Medical Officers who may be placed on the Compassionate List - - - - - £.						15,000 - -	14,000 - -
PENSIONS TO OLD AND DISABLED COMMISSIONED OFFICERS:							
(Originally paid out of the Funds of Greenwich Hospital, under Act 46 Geo. 3, Cap. 100, Sec. 1 (1806).)							
Pensions to Commissioned Officers on account of Age, Infirmary, or Wounds, and not provided for in Greenwich Hospital, viz. :—							
					£. s. d.		
10 Captains, at 80 l. a year each	-	-	-	-	800 - -		
15 Commanders, at 65 l. ditto	-	-	-	-	975 - -		
49 Lieutenants, at 50 l. ditto	-	-	-	-	2,494 10 -		
1 Ditto, at 44 l. 14 s.	-	-	-	-			
						4,269 10 -	4,269 10 -
15 Staff Commanders and Masters, at 50 l. each	-	-	-	-	750 - -		
(Under Order in Council, dated 11 June 1863.)							
					£.	5,019 10 -	4,269 10 -
PENSIONS AND GRATUITIES TO SEAMEN AND MARINES:							
For Pensions to Petty Officers, Seamen and Marines, for Service, or for Wounds or Hurts received in the Service, not provided for in Greenwich Hospital, varying from 3 l. 8 s. to 57 l. a year :—							
7,536 Petty Officers and Seamen (including 160 Short Service Pensions)	-	-	-	-	150,961 16 -		
5,201 Marines	-	-	-	-	85,910 14 -		
						236,872 10 -	229,757 10 -
To provide for increased rates of Pensions; for new admissions on the list in place of Pensioners deceased; and for arrears to Pensioners serving afloat						6,000 - -	6,000 - -
For long Service Medal Gratuities to Petty Officers on Pension; and for Gratuities to Seamen and Marines invalided from or injured in the Service, not entitled to Pension						2,000 - -	2,000 - -
For Annuities to Serjeants of Marines, for distinguished or meritorious Services, in addition to their Pensions						210 - -	200 - -
					£.	245,082 10 -	237,957 10 -
ABSTRACT.							
PENSIONS FOR GOOD AND MERITORIOUS SERVICES						6,150 - -	6,150 - -
FOR CONSPICUOUS BRAVERY						170 - -	160 - -
FLAG OFFICERS' RETIRED SERVICE PENSIONS						1,500 - -	1,500 - -
PENSIONS TO COMMISSIONED AND WARRANT OFFICERS						36,865 - -	37,594 - -
TO WIDOWS AND RELATIVES OF OFFICERS SLAIN, &c.						10,130 - -	10,245 - -
TO WIDOWS OF NAVAL OFFICERS						158,710 - -	160,021 - -
TO WIDOWS OF MARINE OFFICERS						11,574 - -	11,208 - -
ALLOWANCES ON THE COMPASSIONATE LIST						15,000 - -	14,000 - -
PENSIONS TO OLD AND DISABLED COMMISSIONED OFFICERS						5,019 10 -	4,269 10 -
AND GRATUITIES TO SEAMEN AND MARINES						245,082 10 -	237,957 10 -
TOTAL - - - £.						490,201 - -	483,105 - -

— No. 16. —

CIVIL PENSIONS AND ALLOWANCES.

				REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
				£. s. d.	£. s. d.
For SUPERANNUATIONS and PENSIONS granted to Persons formerly employed in the Civil Establishments of the Navy, as shown in the Estimates for 1863/64, amounting to - - - - -				170,412 - -	170,412 - -
Abate,—Amount of Pensions ceased between the 1st December 1862 and the 30th November 1863 - - - - -				13,443 14 7	
				£. 156,968 5 5	
Add,—Pensions granted between the 1st December 1862 and the 30th November 1863.					
ON SUPERANNUATION:					
				PENSIONS.	
SERVICE.					
Years.		Total.			
Yrs.	Mths.	Yrs.	Mths.	£.	s. d.
ADMIRALTY:					
Sir Richard Madox Bromley, K. C. B., Accountant General of the Navy - - - - -	-	33	4	481	12 -
Isaac Watts, C. B., Chief Constructor of the Navy - - - - -	-	49	0	900	- -
Captain James Vetch, Conservator of Tidal Waters of Great Britain - - - - -	-	16	4	306	13 4
William Kenrick, Clerk - - - - -	-	22	1	242	- -
Matthew Bentley, Clerk - - - - -	-	52	8	600	- -
Henry Cullen, Messenger - - - - -	-	10	0	29	15 -
Samuel Horsfield, Draughtsman, Hydrographical Office - - - - -	-	28	4	56	13 4
ROYAL MARINE OFFICE:					
George Watkins, Messenger - - - - -	-	19	6	34	16 8
Hannah Watkins, Necessary Woman - - - - -	-	13	2	8	13 4
ROYAL OBSERVATORY, GREENWICH:					
James Stride, Labourer - - - - -	-	21	3	16	9 8
DOCK YARDS, &c.:					
CHATHAM:					
John Williams, Timber Inspector - - - - -	-	50	4	400	- -
SHEERNESS:					
George Sole, Inspector of Shipwrights - - - - -	{ On Day Pay	30	0		
	{ On Salary -	9	8		
		39	8	86	3 7
PORTSMOUTH:					
James Wells, Master Smith - - - - -	-	10	4	41	13 4
DEVONPORT:					
John Couchman, Timber Inspector - - - - -	{ On Day Pay	19	2		
	{ On Salary -	29	10		
		49	0	253	12 6
Thomas Doidge, First Converter of Timber - - - - -	{ On Day Pay	26	11		
	{ On Salary -	16	1		
		43	0	100	- -
PEMBROKE:					
Rev. J. U. Campbell, Chaplain - - - - -	-	17	3	119	- -
MALTA NAVAL YARD:					
James Jones, Foreman of Engineer Smiths - - - - -	{ On Day Pay	26	6		
	{ On Salary -	12	7		
		39	1	117	- -
Carried forward - - - - -				£. 3,794 2 9	156,968 5 5
					170,412 - -

No. 16.—CIVIL PENSIONS AND ALLOWANCES—*continued.*Pensions granted between the 1st December 1862 and the 30th November 1863—*continued.*ON SUPERANNUATION—*continued.*

	SERVICE.		PENSIONS.		REQUIRED for the Service of the Year 1864-65.	LAST VOTE for the Financial Year 1863-64.
	Years.	Total.			£. s. d.	£. s. d.
	Yrs. Mths.	Yrs. Mths.	£.	s. d.		
DOCKYARDS, &c.— <i>continued.</i>						
Brought forward - - -	- - -	- - -	3,794	2 9	156,968 5 5	170,412 - -
ROYAL VICTORIA VICTUALLING YARD:						
William Bowley, Clerk in Transport Office - -	- - -	50 0	483	- -		
MALTA VICTUALLING YARD:						
Thomas Pirotti, Clerk - - - - -	- - -	54 0	340	- -		
141 Artificers, &c., at Pensions varying from 7 <i>l.</i> 10 <i>s.</i> to 66 <i>l.</i> 2 <i>s.</i> 5 <i>d.</i> - - - - -	- - -	- - -	4,617 2 9			
			4,294 11 10		8,911 14 7	
			£.		165,880 - -	170,412 - -

A B S T R A C T.

	Number of Pensioners.	Amount.
		£. s. d.
Salaried Officers - - - - -	424	86,892 15 10
Artificers, &c. - - - - -	2,867	78,987 4 2
£.	3,291	165,880 - -

Estimated Amount required for Contribution in Aid of the Fund for the Pensions of Metropolitan Police employed in the several Establishments at Home - - - - - £.

400 - - 300 - -

COAST GUARD SERVICE.

For pensions granted to persons formerly employed in the Coast Guard Service, as shown on the Estimates, 1863/64 - - - - -

24,220 - - 24,220 - -

Abate,—Amount of Pensions ceased between the 1st December 1862 and the 30th November 1863 - - - - -

982 5 9

£. 23,237 14 3

Add,—Pensions granted between the 1st December 1862 and the 30th November 1863; viz.—

For Pensions to 125 Officers and Men lately belonging to the Coast Guard Service on Shore, ranging from 2*l.* 10*s.* to 100*l.* per annum -

4,465 5 9

£. 27,703 - -

24,220 - -

Number of Pensioners of each Class paid out of the above Sum :

Clerks, Coast Guard Service - - - 4	Acting Boatswains - - - - - 2
Inspecting Commander - - - 1	Mariners - - - - - 28
Lieutenants - - - - - 7	Mounted Guard - - - - - 3
Chief Officers - - - - - 33	Gunners - - - - - 6
Masters and Second Masters - - - 6	Acting Chief Boatswain's Mates - 3
Chief Boatmen - - - - - 128	Acting Chief Carpenter's Mates - 3
Commissioned Boatmen - - - - - 218	Widows - - - - - 58
Boatmen - - - - - 211	Children - - - - - 118
Able Seamen (Tenders) - - - - - 6	
Extra Men - - - - - 30	
	TOTAL - - - 865

A B S T R A C T:

CIVIL PENSIONS, ADMIRALTY AND NAVAL ESTABLISHMENTS - - - - -	165,880 - -	170,412 - -
Ditto - - CONTRIBUTIONS TOWARDS PENSIONS OF METROPOLITAN POLICE	400 - -	300 - -
Ditto - - COAST GUARD SERVICE - - - - -	27,703 - -	24,220 - -
TOTAL - - - £.	193,983 - -	194,932 - -

— No. 17. —

EXTRA ESTIMATE for SERVICES not NAVAL.—FREIGHT, &c., on Account of the
ARMY DEPARTMENT.

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
	£. s. d.	£. s. d.
For Freight of Ships engaged for the Conveyance of Troops to and from Great Britain and the Colonies, and of Military Pensioners from Great Britain	110,976 - -	70,000 - -
For Freight of Ships for the Conveyance of Stores to and from Great Britain and the Colonies	65,500 - -	55,000 - -
For Freight of Ships for the Conveyance of Troops from one Colony to another, and their Rations; and for the Mess and Passage of Officers and Men from one Foreign Station to another, and from one Port to another in the same command	33,000 - -	20,000 - -
For Freight of Ships for the Conveyance of Stores from one Colony to another, and from one Foreign Station to another, and from one Port to another in the same command	13,000 - -	3,000 - -
For Mess of Military Officers and Civilians of the Army Department while on Passage to and from Foreign Stations in Her Majesty's Ships of War, Transports, and Freight Ships	8,244 - -	13,200 - -
For Freight of Ships for the Conveyance of Troops coastwise, and between Great Britain and Ireland	10,600 - -	6,500 - -
For Passage Money on Account of Military Officers and Civilians of the Army Department going upon and returning from Services Abroad	38,000 - -	35,000 - -
For Fitting Monthly Transports and Freight Ships	600 - -	1,400 - -
For Bedding, Blankets, and other Stores, for Troops	3,970 - -	5,500 - -
For Forage and Stores for Horses	2,730 - -	250 - -
For the Pay and Contingent Expenses of Officers of the Navy employed as Transport Officers afloat, or as Temporary Transport Officers at the Outports	2,100 - -	300 - -
For Provisions and Medical Comforts for Troops embarked on board Ships of War, Troop Ships, Monthly Transports, and Freight Ships	25,510 - -	60,000 - -
TOTAL for Freight, &c. for the Army Department	314,230 - -	270,150 - -

Note.—In addition to the amount provided in the foregoing Vote for Transport Services, amounting to £. 314,230 - -

The following sums are likewise included in the under-mentioned Votes of the Navy Estimates for Expenses of Troop Ships employed for the Transport of Troops, viz.:	Under Vote.		
For Sea Pay of Officers and Crews of Her Majesty's Troop Ships "Adventure," "Himalaya," "Megera," "Orontes," "Tamar," and "Vulcan"	No. 1 - -	51,485 - -	
For Victuals, &c. for ditto	No. 2 - -	20,183 - -	
For Wear and Tear (Labour and Materials) of Troop Ships	No. 8 and No. 10. }	43,290 - -	
For Coals for Troop Ships	No. 10, Sec. I.	36,698 - -	
For Machinery for ditto	No. 10, Sec. II.	12,674 - -	
For Medicines for ditto	No. 12 - -	180 - -	
			164,430 - -
TOTAL Charge for Transport Service	£.		478,660 - -

RECAPITULATION OF THE FOREGOING ESTIMATES.

Nos. of Votes.	Pages.		REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
			£. s. d.	£. s. d.
1 to 13	6 to 69	} NAVAL SERVICE - {	EFFECTIVE - 8,736,406 - -	9,068,504 - -
14 to 16	70 to 86		NON-EFFECTIVE 1,381,974 - -	1,397,378 - -
		TOTAL for the NAVAL SERVICE, as per Abstract - - - - -	10,118,380 - -	10,465,882 - -
		For the Service of other Departments:		
17	87	ARMY DEPARTMENT (Conveyance of Troops)	314,230 - -	270,150 - -
		GRAND TOTAL - - - £.	10,432,610 - -	10,736,032 - -

The whole Charge amounts to the Sum of Ten Million Four Hundred and Thirty-two Thousand Six Hundred and Ten Pounds.

Admiralty, }
4 February 1864.

SOMERSET. J. STANSFELD.

A P P E N D I X

CONTAINING

	Page
No. 1.—Explanatory Statement (A.) - - - referred to at p. 6, Vote 1 -	90
No. 2.—Ditto - ditto - (B.) - - - - - „ p. 7, „ -	102
No. 3.—Return of Expenditure of Marine Contin- } gencies - - - - - - - - - - - } „ p. 7, „ -	104
No. 4.—Statement of the Sums required for 1864-65, } as compared with 1863-64, for Provisions, } &c. under the several Items of Charge } shown in the Estimates for 1863-64 - - - } „ p. 9, Vote 2 -	105
No. 5.—Statement showing the Appropriation of the } Messengers, &c., in the Departments of } the Principal Officers, &c. - - - - - } „ p. 13, Vote 3 -	106
No. 6.—Return of Expenditure for Rewards, &c., } for Scientific purposes - - - - - - - } „ p. 18, Vote 5 -	107
No. 7.—Note showing Surveys in progress - - - „ p. 20, „ -	107
No. 8.—Statements of Description of Established } and Hired Workmen employed in Her } Majesty's Dockyards, Factories, and Vic- } tualling Establishments at Home - - - } „ pp. 48, 49, Vote 8 - {	108 109
No. 9.—Return of Expenditure of Vote for Contin- } gencies - - - - - - - - - - - } „ p. 69, Vote 13 -	110
Account of Naval Old Store Moneys and Extra Receipts - - - -	111

APPENDIX, No. 1.

EXPLANATORY STATEMENT (A.), showing in Detail the PAY of FLAG OFFICERS and their Retinues in Commission; of OFFICERS superintending HER MAJESTY'S DOCK YARDS; of OFFICERS, PETTY OFFICERS, SEAMEN and BOYS, comprising the FULL COMPLEMENTS (except the Marines) of all HER MAJESTY'S SHIPS and VESSELS in COMMISSION on the 1st DECEMBER 1863; and of OFFICERS and MEN employed on the same Date in Her Majesty's COAST GUARD SERVICE on Shore and borne on Ships' Books: also the MISCELLANEOUS PAY and ALLOWANCES to Officers and other Persons for the Services specified, which are adopted as the foundation of the Estimate for Seamen. Page 6.

NAVAL SERVICES.

RANK.	Number.	PAY OF EACH RANK:		ANNUAL PAY of the Whole.	Total Number.	TOTAL AMOUNT.	
		DAILY.	ANNUAL.				
FLAG OFFICERS IN COMMISSION, AND THEIR RETINUES:		£.	s. d.	£.	s. d.	£.	s. d.
Vice-Admirals - - - - -	6	{ Sea Pay - - -	4 - -	2,555 - -	15,330 - -		
		{ Table Money - -	3 - -				
	4	{ Sea Pay - - -	3 - -	2,190 - -	8,760 - -		
		{ Table Money - -	3 - -				
Rear Admirals - - - - -	1	{ Sea Pay - - -	3 - -	1,825 - -	1,825 - -		
		{ Table Money - -	2 - -				
	1	{ Sea Pay - - -	3 - -	1,460 - -	1,460 - -		
		{ Table Money - -	1 - -				
Commodores of the 2d Class - - -	3	- - - - -	1 - -	365 - -	1,095 - -		
	2	- - - - -	- 10 -	182 10 -	365 - -		
(In addition to their Pay as Captains of the Ships to which they are attached.)							
Flag Lieutenants - - - - -	12	- - - - -	- 10 -	182 10 -	2,190 - -		
	10	- - - - -	1 2 -	401 10 -	4,015 - -		
Secretaries to Flag Officers - - -	2	- - - - -	- 16 6	301 2 6	602 5 -		
	5	- - - - -	- 8 3	150 11 3	752 16 3		
Clerks and Retinues - - - - -	147	- - - - -	{ From - - -	24 6 8 }	6,536 10 10		
			{ To - - -	249 8 4 }			
	193					188	42,931 12 1
Deduct - - - - -	5	Commodores included among the Captains.					
	188						
OFFICERS SUPERINTENDING DOCK YARDS, &c.:							
Rear-Admirals - - - - -	1	{ Sea Pay - - -	3 - -	1,642 10 -	1,642 10 -		
		{ Table Money - -	1 10 -				
	2	{ Sea Pay - - -	3 - -	1,095 - -	2,190 - -		
Commodore of the 2d Class - - -	1	{ Table Money - -	- 10 -				
(In addition to his Pay as Captain of the Ship to which he is attached.)							
Flag Lieutenants - - - - -	3	- - - - -	- 10 -	182 10 -	547 10 -		
	1	- - - - -	- 16 6	301 2 6	301 2 6		
Secretaries - - - - -	1	- - - - -	- 8 3	150 11 3	150 11 3		
Clerks and Retinues - - - - -	22	- - - - -	{ From - - -	24 6 8 }	661 11 3		
			{ To - - -	91 5 - }			
	31					30	5,675 15 -
Deduct - - - - -	1	Commodore included among the Captains.					
	30						
COMMISSIONED OFFICERS, &c.:							
Captains - - - - -	86	{ At various Rates of Pay, according to their seniority on the Captains' List, from 365 £. to 547 £. 10 s. per annum, including 700 £. per annum to the Captain of the Royal Yacht "Victoria and Albert"		37,505 - -			
	-	Command Money	{ 10 at - - - 219 - - 29 at - - - 155 2 6 45 at - - - 91 5 - }	10,794 17 6			
Inspector General of Hospitals and Fleets	1	- - - - -	2 5 -	821 5 -	821 5 -		
Commanders - - - - -	128	- - - - -	- 16 6	301 2 6	38,544 - -		
	-	Command Money	76 at - - -	45 12 6	3,467 10 -		
Deputy Inspector General of Hospitals and Fleets	1	- - - - -	1 8 -	511 - -	511 - -		
Inspectors of Machinery Afloat - -	2	- - - - -	1 2 -	401 10 -	803 - -		
	5	- - - - -	1 - -	365 - -	1,825 - -		
	41	In Command	- 10 -	182 10 -	7,482 10 -		
	-	Command Money	41 at - - -	36 10 -	1,496 10 -		
Lieutenants - - - - -	86	{ Senior of rated Ships - - - }	- 11 -	200 15 -	17,264 10 -		
	372	- - - - -	- 10 -	182 10 -	67,890 - -		
	-	Allowance to Gun- nery Lieutenants	50 at - - -	18 5 -	912 10 -		
	168	{ At various Rates of Pay, according to their length of Service and Qualification, from 182 £. 10 s. to 365 £. per annum		38,936 7 6			
	-	Allowance when in Command	17 at - - -	36 10 -	620 10 -		
Masters - - - - -	-	Allowance for additional duties in Flag Ships Abroad	{ 3 at - - - 91 5 - 5 at - - - 45 12 6 1 at - - - 73 - - }	501 17 6			
	-	Store Allowance	{ 3 at - - - 48 13 4 32 at - - - 38 - 5 }	1,435 13 4			
Carried forward - - - - -	890			230,812 - 10	218	48,607 7 1	

APPENDIX, No. 1.—EXPLANATORY STATEMENT (A).—continued.

RANK.	Number.	PAY OF EACH RANK:		ANNUAL PAY of the Whole.	Total Number.	TOTAL AMOUNT.
		DAILY.	ANNUAL.			
		£. s. d.	£. s. d.	£. s. d.		£. s. d.
Brought forward - - -	890	- - -	- - -	230,812 - 10	218	48,607 7 1
Commissioned Officers, &c.—continued.						
Chief Engineers - - - - -	187	{ At various Rates of Pay, according to their length of Service and Qualification, from 191 l. 12 s. 6 d. to 282 l. 17 s. 6 d. per annum - - - }		42,901 13 11		
	-	{ Allowance for charge of Engines } { 10 at - 54 15 - 44 at - 36 10 - 48 at - 27 7 6 85 at - 18 5 - }		5,018 15 -		
Chaplains - - - - -	84	{ At various Rates of Pay, according to their length of Service, from 182 l. 10 s. to 292 l. per annum - - - }		17,629 10 -		
	-	{ Additional Pay for doing duty as Naval Instructors - } { 10 at - 115 11 8 }		1,155 16 8		
Staff Surgeons - - - - -	1	{ 1 5 - 456 5 - }		456 5 -		
	21	{ 1 2 - 401 10 - }		8,431 10 -		
Surgeons - - - - -	133	{ At Rates of Pay, according to their length of Service, viz., above 15 years' Service, 328 l. 10 s., and under 15 years, 273 l. 15 s. per annum - - - }		38,994 9 10		
Paymasters - - - - -	159	{ At various Rates of Pay, according to their Classes, from 249 l. 8 s. 4 d. to 600 l. 14 s. 7 d. per annum - - - }		58,227 1 8		
	-	{ Allowance for extra duty in Flag Ships and Guard Ships of the Steam Reserve } { 3 at - 91 5 - 4 at - 73 - - 3 at - 54 15 - 7 at - 45 12 6 }		1,076 15 -		
Naval Instructors - - - - -	69	{ At various Rates of Pay, according to their length of Service, from 127 l. 15 s. to 182 l. 10 s. per annum - - - }		10,388 16 3		
	-	{ 5l. per annum for each Master's Assistant instructed, not deducted from his Pay, as in the case of other young gentlemen - - - }		810 - -		
Sub-Lieutenants - - - - -	306	{ - 3 8 - 66 18 4 }		20,476 10 -		
Assistant Surgeons - - - - -	236	{ At various Rates of Pay, according to their length of Service, from 182 l. 10 s. to 237 l. 5 s. per annum - - - }		45,157 12 4		
Assistant Paymasters in Charge - - - - -	33	{ - 10 - 182 10 - }		6,022 10 -		
Second Masters - - - - -	128	{ At Rates of Pay, according to their Qualification, viz., if qualified for Master, 136 l. 17 s. 6 d.; if not so qualified, 91 l. 5 s. per annum - - - }		12,800 - -		
	-	{ Store Allowance } { 21 at - 27 7 6 }		574 17 6		
Assistant Paymasters - - - - -	157	{ At Rates of Pay, according to their Classes, viz., 1st Class, 127 l. 15 s., and 2d Class, 91 l. 5 s. per annum - - - }		15,165 15 -		
	1	{ - 7 6 - 136 17 6 }		136 17 6		
Engineers qualified for Charge - - - - -	8	{ At various Rates of Pay, according to their length of Service, from 182 l. 10 s. to 219 l. per annum - - - }		1,606 - -		
Engineers - - - - -	236	{ - 9 - 164 5 - }		38,763 - -		
Assistant Engineers - - - - -	317	{ 1st Class - - - 7 6 - 136 17 6 }		43,389 7 6		
	402	{ 2d ditto - - - 6 - 109 10 - }		44,019 - -		
Engineers - - - - -	3	{ - 5 6 - 100 7 6 }		301 2 6		
Assistant Engineers - - - - -	14	{ 1st Class - - - 4 6 - 82 2 6 }		1,149 15 -		
	10	{ 2d ditto - - - 3 6 - 63 17 6 }		638 15 -		
	-	{ Allowance for charge of Engines } { 1 at - 36 10 - 2 at - 27 7 6 193 at - 18 5 - }		3,613 10 -		
Engine Fitter (Borne in H. M. S. "Mæander".)	1	{ - - - 156 - - }		156 - -		
	3,396				3,396	649,873 6 6
SUBORDINATE OFFICERS:						
Midshipmen - - - - -	258	{ - 1 9 - 31 18 9 }		8,239 17 6		
Clerks - - - - -	79	{ - 4 - 73 - - }		5,767 - -		
Masters' Assistants - - - - -	155	{ At Rates of Pay, as follows: viz., if above 17 years of age and with more than two years' Service, 73 l.; all others 54 l. 15 s. per annum - - - }		8,997 5 -		
Naval Cadets (Vide p. , for the Number admitted during the Year.)	229	{ - - 11 - 16 14 7 }		3,830 19 7		
Assistant Clerks - - - - -	102	{ - 2 6 - 45 12 6 }		4,653 15 -		
	823				823	31,488 17 1
WARRANT OFFICERS:						
Gunners - - - - -	1,028	{ At various Rates of Pay, according to their Classes, or the Rate of the Ship, from 63 l. 17 s. 6 d. to 120 l. 2 s. 11 d. per annum - - - }		98,616 18 4		
Boatswains - - - - -		{ - - - 3 - 4 11 3 }		657 - -		
Carpenters - - - - -		{ Tool Money - - - 3 - 4 11 3 }			1,028	99,273 18 4
Ditto - - - - -	1,028					
PETTY OFFICERS AND SEAMEN:						
Petty Officers, Leading Seamen, &c. - - - - -	13,149	{ At various Rates of Pay, according to their Classes, &c., from 28 l. 17 s. 11 d. to 73 l. per annum, together with authorized Allowances - - - }		515,907 17 2		
Able, Ordinary, and 2d Class Ordinary Seamen, &c., including 420 Kroomen - - - - -	17,450	{ At various Rates of Pay, according to their ratings, from 16 l. 14 s. 7 d. to 28 l. 17 s. 11 d. per annum, together with authorized Allowances - - - }		431,279 8 9		
	30,599				30,599	947,187 5 11
Boys - - - - -	7,590	{ At Rates of Pay, according to their Classes, viz., 1st Class, 10 l. 12 s. 11 d., and 2d Class, 9 l. 2 s. 6 d. per annum - - - }		74,361 2 11	7,590	74,361 2 11
TOTAL for EFFECTIVE NAVAL SERVICE - - -				43,654		1,850,791 17 10

APPENDIX, No. 1.—EXPLANATORY STATEMENT (A.)—continued.

R A N K.	Number.	PAY OF EACH RANK:		ANNUAL PAY of the Whole.	Total Number.	TOTAL AMOUNT.
		DAILY.	ANNUAL.			
SURVEYING VESSELS:						
COMMISSIONED OFFICERS, &c.:						
Captains - - - - -	6	{ At various Rates of Pay, according to their Seniority on the Captains' List, from 365 l. to 547 l. 10 s. per annum - - - }		2,598 - -		
Commanders - - - - -	6	Command money 1 at - - -	155 2 6	155 2 6		
Lieutenants - - - - -	1	Command money 1 at - - -	301 2 6	1,806 15 -		
	1	In command - - - - -	45 12 6	45 12 6		
	9	Senior - - - - -	182 10 -	182 10 -		
		Command money 1 at - - -	36 10 -	36 10 -		
		Senior - - - - -	200 15 -	200 15 -		
		- - - - -	182 10 -	1,642 10 -		
	38	{ At various Rates of Pay, according to their length of Service and Qualification, from 182 l. 10 s. to 365 l. per annum - - - }		7,975 5 -		
Masters - - - - -		Allowance when in command - - -	3 at - - -	36 10 -	109 10 -	
		Store Allowance 4 at - - -	38 - 5		152 1 8	
		{ £. 5 per annum for each Master's Assistant instructed, not deducted from his Pay, as in the case of other young gentlemen - - - }			45 - -	
Chief Engineers - - - - -	2	{ At various Rates of Pay, according to their length of Service and Qualification, from 191 l. 12 s. 6 d. to 282 l. 17 s. 6 d. per annum - - - }		458 16 10		
		Allowance for Charge of Engines 2 at - - -	27 7 6	54 15 -		
Surgeons - - - - -	3	{ At Rates of Pay, according to their length of Service, viz., above 15 years, 328 l. 10 s.; and under 15 years, 273 l. 15 s. per annum - - - }		879 11 6		
Paymasters - - - - -	3	{ At Rates of Pay, according to their Classes, viz., 3d Class, 349 l. 15 s. 10 d., and 4th Class, 249 l. 8 s. 4 d. per annum - - - }		989 8 4		
Sub-Lieutenant - - - - -	1	- - - - -	3 8 -	66 18 4	66 18 4	
Assistant Surgeons - - - - -	3	{ At various Rates of Pay, according to their length of Service, from 182 l. 10 s. to 237 l. 5 s. per annum - - - }		574 - 9		
Assistant Paymasters in Charge - - - - -	3	- - - - -	10 - -	182 10 -	547 10 -	
Second Masters - - - - -	13	{ At Rates of Pay, according to their Qualification, viz., if qualified for Master, 136 l. 17 s. 6 d.; if not so qualified, 91 l. 5 s. per annum - - - }		1,300 - -		
Assistant Paymasters - - - - -	3	{ At Rates of Pay, according to their Classes, viz., 1st Class, 127 l. 15 s., and 2d Class, 91 l. 5 s. per annum - - - }		310 5 -		
Engineers - - - - -	7	- - - - -	9 - -	164 5 -	1,149 15 -	
Assistant Engineers - - - - -	7	1st Class - - - - -	7 6 -	136 17 6	958 2 6	
	6	2d ditto - - - - -	6 - -	109 10 -	657 - -	
		Allowance for Charge of Engines 1 at - - -	27 7 6		136 17 6	
		- - - - -	6 at - - -	18 5 -		
	112				112	23,032 12 5
SUBORDINATE OFFICERS:						
Midshipmen - - - - -	2	- - - - -	1 9 -	31 18 9	63 17 6	
Masters' Assistants - - - - -	10	{ At Rates of Pay, as follows, viz., if above 17 years of age and with more than 2 years' Service, 73 l.; all others, 54 l. 15 s. per annum - - - }		565 15 -		
Assistant Clerks - - - - -	2	- - - - -	2 6 -	45 12 6	91 5 -	
	14				14	720 17 6
WARRANT OFFICERS:						
Gunners - - - - -	5	{ At Rates of Pay, according to their Classes, viz., 2d Class, 103 l. 8 s. 4 d., and 3d Class, 86 l. 13 s. 9 d. per annum - - - }		483 12 6		
Boatswains - - - - -		Tool Money - - - - -	3 - -	4 11 3	4 11 3	
Carpenters - - - - -		- - - - -	- - -	- - -		
Ditto - - - - -		- - - - -	- - -	- - -		
	5				5	488 3 9
PETTY OFFICERS AND SEAMEN:						
Petty Officers, Leading Seamen, &c. - - - - -	181	{ At various Rates of Pay, according to their Classes, &c., from 28 l. 17 s. 11 d. to 54 l. 15 s. per annum, together with authorized allowances - - - }		6,882 8 9		
Able, Ordinary, and 2d Class Ordinary Seamen, &c. - - - - -	154	{ At various Rates of Pay, according to their Ratings, from 16 l. 14 s. 7 d. to 28 l. 17 s. 11 d. per annum, together with authorized allowances - - - }		3,903 19 7		
	335				335	10,786 8 4
					466	35,028 2 -
Boys - - - - -	53	{ At Rates of Pay, according to their Classes, viz., 1st Class, 10 l. 12 s. 11 d., and 2d Class, 9 l. 2 s. 6 d. per annum - - - }		524 13 9		
					53	524 13 9
TOTAL for SURVEYING VESSELS - - -					519	35,552 15 9

APPENDIX, No. I.—EXPLANATORY STATEMENT (A.)—continued.

RANK.	Number.	PAY OF EACH RANK :		ANNUAL PAY of the Whole.	Total Number.	TOTAL AMOUNT.
		DAILY.	ANNUAL.			
		£. s. d.	£. s. d.	£. s. d.		£. s. d.
TROOP SHIPS:						
COMMISSIONED OFFICERS, &c.:						
Captains - - - - -	4	{ At various Rates of Pay, according to their Seniority on the Captains' List, from 365 l. to 547 l. 10 s. per annum - - - }		1,732 - -		
Commanders - - - - -	2	{ Command Money { 2 at - - - 155 2 6 2 at - - - 91 5 - }		492 15 -		
Lieutenants - - - - -	6	{ Senior - - - - - 11 - 200 15 -		1,204 10 -		
Masters - - - - -	12	{ - - - - - 10 - 182 10 -		2,190 - -		
Chief Engineers - - - - -	6	{ At various Rates of Pay, according to their length of Service and Qualification, from 182 l. 10 s. to 365 l. per annum - - - }		1,259 5 -		
Surgeons - - - - -	-	{ £. 5 per annum for each Master's Assistant instructed, not deducted from his Pay, as in the case of other young Gentlemen - - - }		55 - -		
Paymasters - - - - -	6	{ At various Rates of Pay, according to their length of Service and Qualification, from 191 l. 12 s. 6 d. to 282 l. 17 s. 6 d. per annum - - - }		1,376 10 6		
Sub-Lieutenants - - - - -	-	{ Allowance for charge of Engines { 1 at - 54 15 - 3 at - 36 10 - 2 at - 27 7 6 }		219 - -		
Assistant Surgeons - - - - -	6	{ At Rates of Pay, according to their length of Service, viz., above 15 years, 328 l. 10 s., and under 15 years, 273 l. 15 s. per annum - - - }		1,759 3 -		
Second Masters - - - - -	6	{ At Rates of Pay, according to their Classes, viz., 3d Class, 349 l. 15 s. 10 d., and 4th Class, 249 l. 8 s. 4 d. per annum - - - }		2,220 - -		
Assistant Paymasters - - - - -	2	{ - - - - - 3 8 - 66 18 4		133 16 8		
Engineers - - - - -	6	{ At various Rates of Pay, according to their length of Service, from 182 l. 10 s. to 237 l. 5 s. per annum - - - }		1,148 1 6		
Assistant Engineers - - - - -	7	{ At Rates of Pay, according to their Qualification, viz., if qualified for Master, 136 l. 17 s. 6 d.; if not so qualified, 91 l. 5 s. per annum - - - }		700 - -		
	6	{ At Rates of Pay, according to their Classes, viz., 1st Class, 127 l. 15 s., and 2d Class, 91 l. 5 s. per annum - - - }		547 10 -		
	7	{ - - - - - 9 - 164 5 -		1,149 15 -		
	14	{ 1st Class - - - 7 6 136 17 6		1,916 5 -		
	9	{ 2d ditto - - - 6 - 109 10 -		985 10 -		
	99				99	19,782 11 8
SUBORDINATE OFFICERS:						
Midshipmen - - - - -	2	{ - - - - - 1 9 31 18 9		63 17 6		
Clerks - - - - -	3	{ - - - - - 4 - 73 - -		219 - -		
Masters' Assistants - - - - -	11	{ At Rates of Pay as follows, viz., if above 17 years of age, and with more than 2 years' Service, 73 l.; all others, 54 l. 15 s. per annum - - - }		602 5 -		
Assistant Clerk - - - - -	1	{ - - - - - 2 6 45 12 6		45 12 6		
	17				17	930 15 -
WARRANT OFFICERS:						
Gunners - - - - -	30	{ - - - - - 5 8 103 8 4		3,102 10 -		
Boatswains - - - - -	-	{ - - - - - 3 4 11 3		27 7 6		
Carpenters - - - - -	-	{ - - - - - 3 4 11 3		27 7 6		
Ditto - - - - -	-	{ - - - - - 3 4 11 3		27 7 6		
	30				30	3,129 17 6
PETTY OFFICERS AND SEAMEN:						
Petty Officers, Leading Seamen, &c. - - - - -	384	{ At various Rates of Pay, according to their Classes, &c., from 28 l. 17 s. 11 d. to 73 l. per annum, together with authorised allowances - - - }		14,616 6 3		
Able, Ordinary, and 2d Class Ordinary Seamen, &c. - - - - -	378	{ At various Rates of Pay, according to their Ratings, from 16 l. 14 s. 7 d. to 28 l. 17 s. 11 d. per annum - - - }		9,351 12 1		
	762				762	23,967 18 4
					908	47,811 2 6
Boys - - - - -	105	{ At Rates of Pay, according to their Classes, viz., 1st Class, 10 l. 12 s. 11 d., and 2d Class, 9 l. 2 s. 6 d. per annum - - - }		1,060 - 5		
					105	1,060 - 5
TOTAL for TROOP SHIPS - - -					1,013	48,871 2 11

APPENDIX, No. 1.—EXPLANATORY STATEMENT (A.)—continued.

RANK.	Number.	PAY OF EACH RANK.		ANNUAL PAY of the Whole.	Total Number.	TOTAL AMOUNT.
		DAILY.	ANNUAL.			
		£. s. d.	£. s. d.	£. s. d.		£. s. d.
STORE SHIPS:						
COMMISSIONED OFFICERS, &c.:	7	{ At various Rates of Pay, according to their length of Service and Qualification, from 182 l. 10 s. to 365 l. per ann. }		1,469 2 6		
Masters - - - - -	-	{ Allowance when in command - 7 at - - - 36 10 - }		255 10 -		
	-	{ Store Allowance 3 at - - - 73 - - }		267 13 4		
	-	{ 1 at - - - 48 13 4 }				
Assistant Surgeons - - - - -	7	{ £5 p'ann. for each Master's Assistant instructed, not deducted from his Pay, as in the case of other young Gentlemen - }		15 - -		
Assistant Paymasters in Charge - - -	7	{ At various Rates of Pay, according to their length of Service, from 182 l. 10 s. to 237 l. 5 s. per annum - }		1,339 8 5		
Second Masters - - - - -	10	{ At Rates of Pay, according to their Qualification, viz., if qualified for Master, 136 l. 17 s. 6 d.; if not so qualified, 91 l. 5 s. per annum - }		1,277 10 -		
Engineers - - - - -	7	{ - 9 - - - 164 5 - }		1,000 - -		
Assistant Engineers - - - - -	8	{ 1st Class - - - 7 4 - 136 17 6 }		1,149 15 -		
	9	{ 2d ditto - - - 6 - 109 10 - }		1,095 - -		
	-	{ Allowance for charge of Engines 2 at - - - 27 7 6 }		985 10 -		
	55	{ 5 at - - - 18 5 - }		146 - -	55	9,000 9 3
SUBORDINATE OFFICERS:						
Masters' Assistants - - - - -	4	{ At Rates of Pay, as follows, viz., if above 17 years of age, and with more than two Years' Service, 73 l.; all others, 64 l. 15 s. per annum - }		219 - -		
Assistant Clerk - - - - -	1	{ - 2 6 - 45 12 6 }		45 12 6		
	5				5	264 12 6
WARRANT OFFICERS:						
Gunners - - - - -	16	{ At Rates of Pay, according to their Classes, viz., 2d Class, 103 l. 8 s. 4 d., and 3d Class, 86 l. 13 s. 9 d. per annum - }		1,420 9 2		
Boatswains - - - - -		{ Tool Money - - - 3 - 4 11 3 }		18 5 -		
Carpenters - - - - -					16	1,438 14 2
Ditto - - - - -	16					
PETTY OFFICERS AND SEAMEN:						
Petty Officers, Leading Seamen, &c. -	144	{ At various Rates of Pay, according to their Classes, &c., from 30 l. 8 s. 4 d. to 54 l. 15 s. per annum, together with authorised Allowances - }		5,454 16 3		
Able, Ordinary, and 2d Class Ordinary Seamen, &c. - - - - -	166	{ At various Rates of Pay, according to their Ratings, from 16 l. 14 s. 7 d. to 28 l. 17 s. 11 d. per annum, together with authorised allowances - }		4,171 12 11		
	310				310	9,626 9 2
Boys - - - - -	44	{ At Rates of Pay, according to their Classes, viz., 1st Class, 10 l. 12 s. 11 d., and 2d Class, 9 l. 2 s. 6 d. per annum - }		447 2 6	386	20,330 5 1
					44	447 2 6
COAST GUARD SERVICE:						
Commodore of the 1st Class and Controller-General (borne in H.M.S. "Pembroke") - - - - -	1	Sea Pay - - -	3 - - -	1,095 - -		
Deputy Controller-General (borne as Additional Captain of H.M.S. "Pembroke") - - - - -	1	Ditto - - -	1 5 -	456 5 -		
	2			456 5 -	2	1,551 5 -
DISTRICT GUARD SHIPS:						
COMMISSIONED OFFICERS, &c.:	11	{ At various Rates of Pay, according to their Seniority on the Captains' List, from 365 l. to 547 l. 10 s. per annum - }		4,763 - -		
Captains - - - - -	-	{ Command money 10 at - - - 155 2 6 }		1,642 10 -		
	-	{ 1 at - - - 91 5 - }				
	15	{ In command - 10 - 182 10 - }		2,737 10 -		
Lieutenants - - - - -	-	{ Command money 15 at - - - 36 10 - }		547 10 -		
	11	{ Senior - - - 11 - 200 15 - }		2,208 5 -		
	11	{ - 10 - 182 10 - }		2,007 10 -		
	-	{ Allowance to Gun-nery Lieutenants 4 at - - - 18 5 - }		73 - -		
Masters - - - - -	11	{ At various Rates of Pay, according to their length of Service and Qualification, from 182 l. 10 s. to 365 l. per annum - }		3,494 17 6		
	-	{ £5 p'ann. for each Master's Assistant instructed, not deducted from his Pay, as in the case of other young Gentlemen - }		55 - -		
Chief Engineers - - - - -	11	{ At various Rates of Pay, according to their length of Service and Qualification, from 191 l. 12 s. 6 d. to 282 l. 17 s. 6 d. p'ann. }		2,523 12 7		
	-	{ Allowance for charge of Engines 7 at - - - 36 10 - }		365 - -		
	-	{ 4 at - - - 27 7 6 }				
Chaplains - - - - -	10	{ At various Rates of Pay, according to their length of Service, from 182 l. 10 s. to 292 l. per annum - }		2,098 15 -		
Surgeons - - - - -	11	{ At various Rates of Pay, according to their length of Service, viz., above 15 years, 323 l. 10 s., and under 15 years, 273 l. 15 s. per annum - }		3,225 2 2		
Paymasters - - - - -	17	{ At various Rates of Pay, according to their Classes, from 249 l. 8 s. 4 d. to 600 l. 14 s. 7 d. per annum - }		5,566 10 -		
Sub-Lieutenants - - - - -	30	{ - - - 3 8 - 66 18 4 }		2,007 10 -		
Assistant Surgeons - - - - -	11	{ At various Rates of Pay, according to their length of Service, from 182 l. 10 s. to 237 l. 5 s. per annum - }		2,104 16 1		
Second Masters - - - - -	10	{ At Rates of Pay, according to their Qualification, viz.; if qualified for Master, 136 l. 17 s. 6 d.; if not so qualified, 91 l. 5 s. per annum - }		1,000 - -		
Assistant Paymasters - - - - -	27	{ At Rates of Pay, according to their Classes, viz., 1st Class, 127 l. 15 s., and 2d Class, 91 l. 5 s. per annum - }		2,719 5 -		
Engineers - - - - -	17	{ - 9 - 164 5 - }		2,792 5 -		
	20	{ 1st Class - - - 7 6 - 136 17 6 }		2,737 10 -		
Assistant Engineers - - - - -	44	{ 2d ditto - - - 6 - 109 10 - }		4,818 - -		
	-	{ Allowance for charge of Engines 1 at - - - 27 7 6 }		410 12 6		
	-	{ 21 at - - - 18 5 - }				
	267				267	49,898 - 10
Carried forward - - -						
					269	51,449 5 10

APPENDIX, No. 1.—EXPLANATORY STATEMENT (A.)—continued.

RANK.	Number.	PAY OF EACH RANK.		ANNUAL PAY of the Whole.	Total Number.	TOTAL AMOUNT.			
		DAILY.	ANNUAL.						
DISTRICT GUARD SHIPS— <i>contd.</i>			£. s. d.	£. s. d.	£. s. d.	£. s. d.			
SUBORDINATE OFFICERS:				Brought forward - - -	269	51,449 5 10			
Midshipmen - - - - -	30	- - -	- 1 9	31 18 9	958 2 6				
Clerks - - - - -	11	- - -	- 4 -	73 - -	803 - -				
Masters' Assistants - - - -	11	{ At Rates of Pay as follows, viz., if above 17 years of age, and with more than two years' service, 73 <i>l.</i> ; all others, 54 <i>l.</i> 15 <i>s.</i> per annum - - }		784 15 -	52	2,545 17 6			
		52							
WARRANT OFFICERS:									
Gunners - - - - -	47	{ At various Rates of Pay, according to their Classes, from 86 <i>l.</i> 13 <i>s.</i> 9 <i>d.</i> to 120 <i>l.</i> 2 <i>s.</i> 11 <i>d.</i> per annum - - - - - }		5,228 12 6	47	5,283 7 6			
Boatswains - - - - -		{ Tool Money - - - 3 - 4 11 3 }		54 15 -					
Carpenters - - - - -									
Ditto - - - - -	47								
PETTY OFFICERS AND SEAMEN:									
Petty Officers, Leading Seamen, &c. -	1,018	{ At various Rates of Pay, according to their Classes, &c., from 28 <i>l.</i> 17 <i>s.</i> 11 <i>d.</i> to 73 <i>l.</i> per annum, together with authorised Allowances - }		39,289 4 2					
Able, Ordinary, and 2d Class Ordinary Seamen, &c. - - - - -	1,675	{ At various Rates of Pay, according to their Ratings, from 16 <i>l.</i> 14 <i>s.</i> 7 <i>d.</i> to 28 <i>l.</i> 17 <i>s.</i> 11 <i>d.</i> per annum - - - - - }		41,731 13 4	2,693	81,020 17 6			
	2,693				3,061	140,299 8 4			
Boys - - - - -	262	{ At Rates of Pay, according to their Classes, viz., 1st Class, 10 <i>l.</i> 12 <i>s.</i> 11 <i>d.</i> , and 2d Class, 9 <i>l.</i> 2 <i>s.</i> 6 <i>d.</i> per annum - - - - - }		2,589 19 7	262	2,589 19 7			
COAST GUARD TENDERS:		TOTAL for DISTRICT GUARD SHIPS - - -			3,323	142,889 7 11			
OFFICERS:									
Commanders - - - - -	2	- - -	- 16 6	301 2 6	602 5 -	66	8,303 15 -		
Lieutenant - - - - -	1	Command Money	2 at - 10 -	45 12 6	91 5 -				
	-	In Command	1 at - - -	182 10 -	182 10 -				
Acting Masters - - - - -	14	Command Money	1 at - - -	36 10 -	36 10 -				
	-	In Command	- 11 6	209 17 6	2,938 5 -				
Acting Second Masters - - -	22	Command Money	12 at - - -	36 10 -	438 - -				
	-	In Command	- 5 -	91 5 -	2,007 10 -				
Engineer - - - - -	2	- - -	- 5 -	91 5 -	182 10 -				
	1	- - -	- 9 -	164 5 -	164 5 -				
Assistant Engineers - - - -	3	1st Class - - -	- 7 6	136 17 6	410 12 6				
	-	Allowance for charge of Engines - - - }	2 at - - -	18 5 -	36 10 -				
Acting Masters' Assistants - -	7	In Command - - -	- 4 6	82 2 6	574 17 6				
	14	- - -	- 2 6	45 12 6	638 15 -				
		66							
PETTY OFFICERS AND SEAMEN:									
Chief Gunners' Mates - - - -	4	In Command - - -	- 2 3	41 1 3	164 5 -	66	8,303 15 -		
Chief Quartermasters - - - -	44	- - -	- 2 3	41 1 3	1,806 15 -				
Chief Quartermasters - - - -	37	- - -	- 2 3	41 1 3	1,519 6 3				
Chief Carpenters' Mates - - -	35	- - -	- 2 3	41 1 3	1,437 3 9				
Stewards - - - - -	17	- - -	- 2 3	41 1 3	698 1 3				
Stokers - - - - -	6	- - -	- 2 -	36 10 -	219 - -				
Able and Ordinary Seamen, &c. - -	452	{ At various Rates of Pay, according to their Ratings, from 22 <i>l.</i> 16 <i>s.</i> 3 <i>d.</i> to 28 <i>l.</i> 17 <i>s.</i> 11 <i>d.</i> per ann., together with authorised Allowances - - - }		12,492 2 6	595			18,336 13 9	
	595					661	26,640 8 9		
Boys - - - - -	176	{ At Rates of Pay, according to their Classes, viz., 1st Class, 10 <i>l.</i> 12 <i>s.</i> 11 <i>d.</i> , and 2d Class, 9 <i>l.</i> 2 <i>s.</i> 6 <i>d.</i> per annum - - - - - }		1,747 8 9	176	1,747 8 9			
		TOTAL for COAST GUARD TENDERS - - -			837	28,387 17 6			

OFFICERS and MEN Employed in the COAST GUARD SERVICE on Shore, and borne on the Books of the District Guard Ships:

OFFICERS :																	
Commanders, Inspecting Commanders	-	67	-	-	-	16	6	301	2	6	20,175	7	6				
Inspecting Lieutenants	-	21	-	-	-	10	-	182	10	-	3,832	10	-				
Lieutenants Commanding Stations	-	107	-	-	-	10	-	182	10	-	19,527	10	-				
Masters serving as Inspecting Commanders	-	3	-	-	-	10	-	182	10	-	547	10	-				
Masters Commanding Stations	-	48	-	-	-	10	-	182	10	-	8,760	-	-				
Paymasters	- - -	5	1st Class	-	-	1	12	11	600	14	7	3,003	12	11			
		6	2d ditto	-	-	1	6	-	474	10	-	2,847	-	-			
		1	3d ditto	-	-	-	19	2	349	15	10	349	15	10			
Second Masters Commanding Stations	- - -	8	-	-	-	-	5	-	91	5	-	730	-	-			
		-	Additional Pay	-	-	-	3	-	54	15	-	438	-	-			
Acting Second Masters	- - -	4	-	-	-	-	5	-	91	5	-	365	-	-			
		-	Additional Pay	-	-	-	3	-	54	15	-	219	-	-			
Chief Officers, 2d Class	- - -	87	-	-	-	-	5	7	101	17	11	8,864	18	9			
		357													357	69,660 5 -	
MEN :																	
Chief Boatmen in charge of Stations	-	132	{	-	-	-	2	-	36	10	-	4,818	-	-			
Chief Boatmen of Stations	-	317		Additional Pay	-	-	-	1	-	18	5	-	2,409	-	-		
Commissioned Boatmen of Stations	-	1,208	-	-	-	-	2	-	36	10	-	11,570	10	-			
Boatmen of Stations	-	2,499	-	-	-	-	1	9	31	18	9	38,580	10	-			
Divisional Carpenters	-	68	-	-	-	-	1	7	28	17	11	72,210	13	9			
			-	-	-	-	2	3	41	1	3	2,792	5	-			
		4,224													4,224	132,380 18 9	
TOTAL for COAST GUARD SERVICE ON SHORE - - -												4,581			202,041 3 9		

APPENDIX, No. 1.—EXPLANATORY STATEMENT (A).—continued.

RANK.	Number.	DESCRIPTION OF PAY, &c.	ANNUAL AMOUNT.	TOTAL AMOUNT.	TOTAL AMOUNT of the Whole.
MISCELLANEOUS PAY AND ALLOWANCES:			£. s. d.	£. s. d.	£. s. d.
ESTABLISHED PAY and ALLOWANCES, in addition to their Personal Pay, to Officers and Men of the several Ranks and Ratings specified:					
[Note.—The following additional Pay and Allowances are included in the foregoing Explanatory Statement, for the purpose of exhibiting, at one view, the Pay and Allowance of each grade; but they are also shown here collectively, in order that they may be carried to the Estimate (page 6), with other Pay and Allowances for Special Services, as a distinct charge, apart from the pure personal pay of the several Ranks and Ratings; the provision for the latter under "Wages to Seamen" being exclusive of additional Pay and Allowances of every description.]					
HER MAJESTY'S SERVICE AFLOAT:					
Vice Admirals in Commission	6	Table money to each at 3 <i>l.</i> a day, or 1,095 <i>l.</i> a year	6,570 - -		
Rear Admirals - ditto	4	Ditto - at 3 <i>l.</i> a day, or 1,095 <i>l.</i> a year	4,380 - -		
Ditto - ditto	1	Ditto - at 2 <i>l.</i> a day, or 730 <i>l.</i> a year	730 - -		
Ditto - ditto	1	Ditto - at 1 <i>l.</i> 10 <i>s.</i> a day, or 547 <i>l.</i> 10 <i>s.</i> a year	547 10 -		
Ditto - ditto	1	Ditto - at 1 <i>l.</i> a day, or 365 <i>l.</i> a year	365 - -		
Commodores of the 2d Class	3	Allowance - at 1 <i>l.</i> a day, or 365 <i>l.</i> a year	1,095 - -		
Ditto - ditto	3	Ditto - at 10 <i>s.</i> a day, or 182 <i>l.</i> 10 <i>s.</i> a year	547 10 -		
TABLE MONEY:				14,235 - -	
COMMAND MONEY:					
Command Money to each, viz.:					
Captains	100	10 at 12 <i>s.</i> a day, or 219 <i>l.</i> a year	13,085 5 -		
		42 at 8 <i>s.</i> 6 <i>d.</i> a day, or 155 <i>l.</i> 2 <i>s.</i> 6 <i>d.</i> a year			
		48 at 5 <i>s.</i> a day, or 91 <i>l.</i> 5 <i>s.</i> a year			
Commanders in Command	81	Command Money to each at 2 <i>s.</i> 6 <i>d.</i> a day, or 45 <i>l.</i> 12 <i>s.</i> 6 <i>d.</i> a year	3,605 12 6		
Lieutenants - ditto	58	Command Money to each at 2 <i>s.</i> a day, or 36 <i>l.</i> 10 <i>s.</i> a year	2,117 - -		
Masters - ditto	39	Allowance to each, for command of Her Majesty's Ships, of 2 <i>s.</i> a day, or 36 <i>l.</i> 10 <i>s.</i> a year	1,423 10 -		
GUNNERY AND SEAMANSHIP INSTRUCTORS:				20,321 7 6	
Gunnery Lieutenants (above three years' standing as Lieutenants)	54	Allowance to each, for doing duty in that capacity, of 1 <i>s.</i> a day, or 18 <i>l.</i> 5 <i>s.</i> a year	985 10 -		
Petty Officers and Seamen qualified as Gunnery Instructors	443	Additional Pay whilst employed as Instructors of Gunnery, viz., 6 <i>d.</i> a day, or 9 <i>l.</i> 2 <i>s.</i> 6 <i>d.</i> a year each	4,042 7 6		
Ditto, serving as Seamen Gunners	4,197	Additional Pay according to their Certificates of Qualification in Gunnery, viz., 1st Class, 4 <i>d.</i> a day, or 6 <i>l.</i> 1 <i>s.</i> 8 <i>d.</i> a year; 2d Class, 2 <i>d.</i> a day, or 3 <i>l.</i> 0 <i>s.</i> 10 <i>d.</i> a year	19,901 12 6		
Ditto, being Trained Men in Gunnery	3,648	Additional Pay for having attained a certain degree of proficiency in Gunnery and Rifle and Sword Exercise, viz., 1 <i>d.</i> a day, or 1 <i>l.</i> 10 <i>s.</i> 5 <i>d.</i> a year each	5,548 - -		
Ditto, qualified as Seamanship Instructors	57	Additional Pay whilst employed as Seamanship Instructors, viz., 6 <i>d.</i> a day, or 9 <i>l.</i> 2 <i>s.</i> 6 <i>d.</i> a year each	520 2 6		
WARRANT OFFICERS' STORES, &c.				30,997 12 6	
Allowance for charge of Boatwains' and Carpenters' Stores in Ships in which such officers are not borne, viz.:					
Masters	44	4 at 4 <i>s.</i> a day, or 73 <i>l.</i> a year	1,855 8 4		
		4 at 2 <i>s.</i> 8 <i>d.</i> a day, or 48 <i>l.</i> 13 <i>s.</i> 4 <i>d.</i> a year			
		36 at 2 <i>s.</i> 1 <i>d.</i> a day, or 38 <i>l.</i> 0 <i>s.</i> 5 <i>d.</i> a year			
Second Masters	21	Allowance to each for charge of Boatwains' and Carpenters' Stores in Ships in which such Officers are not borne, viz., 1 <i>s.</i> 6 <i>d.</i> a day, or 27 <i>l.</i> 7 <i>s.</i> 6 <i>d.</i> a year	574 17 6		
Masters and Second Masters	10	Allowance for charge of Gunners' Stores, when Gunners are not borne, viz., a proportion of the above rates, according to the period of such charge	228 - -		
NAVAL INSTRUCTORS:				2,658 5 10	
Chaplains	10	Additional Pay to each, for doing duty also as Naval Instructors, of 6 <i>s.</i> 4 <i>d.</i> a day, or 115 <i>l.</i> 1 <i>l.</i> 8 <i>d.</i> a year	1,155 16 8		
Naval Instructors, or other Officers acting in that capacity	144	Tuition Money to each at the rate of 5 <i>l.</i> a year for every Master's Assistant instructed, not deducted from the Pay of the latter as in the case of other young gentlemen	980 - -		
Petty Officers and Seamen acting as Naval Schoolmasters	130	Additional Pay for performing the duty of Naval Schoolmaster in Ships in which no Schoolmaster is borne, viz., 5 <i>l.</i> a year each	650 - -		
TOOL MONEY:				2,785 16 8	
Carpenters	167	Tool Money to each if in possession of a complete set of Tools, viz., 3 <i>d.</i> a day, or 4 <i>l.</i> 11 <i>s.</i> 3 <i>d.</i> a year	761 18 9		
Chief Carpenters' Mates					
Carpenters' Mates					
Carpenters' Crews					
Shipwrights	1,410	Tool Money to each (as above)	6,343 2 6		
Caulkers - } when employed in					
Caulkers' Mates } Carpenters' Crews					
Coopers—Coopers' Crews	191	Tool Money to each, if in possession of a complete set of Tools, viz., 2 <i>d.</i> a day, or 3 <i>l.</i> 0 <i>s.</i> 10 <i>d.</i> a year	580 19 2		
GRATUITIES:				7,686 - 5	
Naval Schoolmasters	26	Annual Gratuity of 12 <i>l.</i> each, in addition to his Pay, contingent upon good conduct	312 - -		
	5	Annual Gratuities, in addition to their Pay, for instructing Pupil Teachers, viz., 5 <i>l.</i> for one, 9 <i>l.</i> for two, and so on, according to the number under instruction, contingent upon their passing the prescribed examination	72 - -		
Seamen acting as Sick Berth Attendants	43	Gratuity to each, viz., 4 <i>d.</i> a day, or 6 <i>l.</i> 1 <i>s.</i> 8 <i>d.</i> a year	273 15 -		
Carried forward			£.	657 15 -	
				79,341 17 11	

APPENDIX, No. 1.—EXPLANATORY STATEMENT (A.)—continued.

RANK.	Number.	DESCRIPTION OF PAY, &c.	ANNUAL AMOUNT.	TOTAL AMOUNT.	TOTAL AMOUNT of the Whole.
			£. s. d.	£. s. d.	£. s. d.
MISCELLANEOUS PAY AND ALLOWANCES—continued.					
		Brought forward - - -	- - -	79,341 17 11	—
		VARIOUS ALLOWANCES:			
Masters of Flag Ships Abroad - -	8	{ Allowances for additional duties and responsibilities entailed by such service, viz.: 3 at 5 s. a day, or 91 l. 5 s. a year - - - 5 at 2 s. 6 d. a day, or 45 l. 12 s. 6 d. a year - - }	501 17 6		
Paymasters of the Flag Ships and Guard Ships of the Reserve - - }	17	{ Allowances for extra duty entailed by such service, viz.: 3 at 5 s. a day, or 91 l. 5 s. a year - - - 4 at 4 s. a day, or 73 l. a year - - - 3 at 3 s. a day, or 54 l. 15 s. a year - - - 7 at 2 s. 6 d. a day, or 45 l. 12 s. 6 d. a year - - }	1,076 15 -		
Chief Engineers - - - -	440	{ Allowance to each, for charge of Engines, varying in amount according to the Horse Power of the Ship, from 1 s. a day, or 18 l. 5 s. a year, to 3 s. a day, or 54 l. 15 s. a year - - - }	10,001 - -		
Engineers - - - -		{ Allowance to each, for assisting the Paymaster in receiving and issuing Victualling and other Stores, varying in amount according to the Rate of the Ship from 6 l. 1 s. 8 d. to 63 l. 17 s. 6 d. a year - - }	5,154 2 1		
Assistant Engineers - - - -		{ Cooking Allowance to each in lieu of former perquisites, varying in amount according to the Rate of the Ship from 9 l. 2 s. 6 d. to 27 l. 7 s. 6 d. a year - - }	3,164 17 1		
Ships' Stewards - - - -	223	{ Allowance to each, in addition to his Pay, of 2 d. a day, or 3 l. 0 s. 10 d. a year - - - }	139 18 4		
Ships' Cooks - - - -	231			20,038 10 -	
Pupil Teachers in Training Ships (selected from Boys Training) - - }	23				
HER MAJESTY'S COAST GUARD SERVICE ON SHORE:					
Second Masters commanding Stations -	12	Additional Pay to each of 3 s. a day, or 54 l. 15 s. a year	657 - -		
Chief Boatmen in charge of Stations -	132	Additional Pay to each of 1 s. a day, or 18 l. 5 s. a year	2,409 - -	3,066 - -	
TOTAL Established ADDITIONAL PAY AND ALLOWANCES - - -			- - -	- - -	102,446 7 11
SPECIAL PAY AND ALLOWANCES to OFFICERS and others for the particular Services specified.					
[Note.—The following, being of an exceptional character, are not included with the Pay of the Fleet, &c., in the previous portion of this Table.]					
Vice Admiral of Great Britain and Ireland	1	{ By Patent - - - - - }	434 1 9		
Rear Admiral of Great Britain and Ireland	1		342 9 -	776 10 9	
Naval Aides-de-Camp to Her Majesty {	1	Principal - - - - £. 1 - -	365 - -		
	6	Senior - - - - - 10 - -	1,095 - -		
Officers, &c., Superintending Contract Mail Steam Packets:				1,460 - -	
At Liverpool, borne in Her Majesty's Ship "Saturn":					
Commander Superintending -	1	Pay and Allowances - - - -	411 2 6		
Paymaster Acting as Clerk -	1	Salary in addition to Half Pay - -	182 10 -		
Commander's Servant - - -	1	Wages - - - - -	16 14 7		
Messenger - - - - -	1	Ditto - - - - -	52 2 10	662 9 11	
At Holyhead, borne in Her Majesty's Ship "Saturn":					
Commander Superintending -	1	Moiety to be paid by the Admiralty - - £.	331 4 11		
Messenger - - - - -	1	{ Pay and Allowances, 429 l. 7 s. 4 d. (half to be paid by the Post Office; one quarter by the Board of Trade; one quarter by the Admiralty) - - - Wages, 52 l. 2 s. 10 d. (half to be paid by the Admiralty) - - }	107 6 10 26 1 5		
At Dover, borne in Her Majesty's Ship "Formidable":					
Commander Superintending -	1	Proportion to be paid by the Admiralty - - £.	133 8 3		
Messenger - - - - -	1	Pay and Allowances - - - -	401 2 6		
Boatmen - - - - -	2	Wages - - - - -	45 12 6		
		Ditto - - - - -	91 5 -	538 - -	
At Southampton, borne in Her Majesty's Ship "Victory":					
Captain Superintending - -	1	Moiety to be paid by the Admiralty - - £.	269 - -		
Lieutenant Assisting - - -	1	Pay and Allowances - - - -	815 - -		
		Allowance for Lodging - - - -	50 - -	865 - -	
Paymaster Acting as Clerk - -	1	Moiety to be paid by the Admiralty - - £.	432 10 -		
		{ Salary, 300 l. (one-third of Salary to be paid by the Admiralty) - - - -	100 - -		
		House Rent; to be paid by the Admiralty - - -	50 - -		
		Proportion to be paid by the Admiralty - - £.	582 10 -		
Proportion to be paid by the Admiralty (the remainder by the Post Office, &c.) - - -			- - -	1,316 3 2	
Carried forward - - -			£.	3,552 13 11	102,446 7 11

APPENDIX, No. 1.—EXPLANATORY STATEMENT (A.)—*continued.*

R A N K.	Num- ber.	DESCRIPTION OF PAY, &c.	ANNUAL AMOUNT.	TOTAL AMOUNT.	TOTAL AMOUNT of the Whole.
MISCELLANEOUS PAY AND ALLOWANCES— <i>continued.</i>			£. s. d.	£. s. d.	£. s. d.
Special Pay and Allowances— <i>continued.</i>					
GIBRALTAR :					
Captain in charge of Naval Establishments, &c., at Gibraltar, borne in Her Majesty's Ship "Procris" - - - - -	1	Allowance to provide Wages for Two Servants -	73 - -	73 - -	102,446 7 11
RIO DE JANEIRO :					
Master of Her Majesty's Ship "Egmont" at Rio de Janeiro - - - - -	1	{ Allowance in addition to his Pay, for charge of Naval Stores - - - - }	60 - -		
Surgeon of - - ditto - at ditto - -	1	{ Allowance in addition to his Pay for charge of Medical Stores of the Squadron on South East Coast of America Station - - - }	30 - -		
Paymaster of - ditto - at ditto - -	1	{ Allowance in addition to his Pay, for charge of Victualling Stores - - - - }	60 - -	150 - -	
CALLAO :					
Master of Her Majesty's Ship "Naiad," Store Ship at Callao - - - - -	1	{ Allowance in addition to his Pay, for charge of Naval Stores - - - - }	100 - -	100 - -	
VALPARAISO :					
Master of Her Majesty's Ship "Nereus," Store Depôt at Valparaiso - - - - -	1	{ Allowance in addition to his Pay, for charge of Naval Stores, including 10 l. in lieu of Stationery, &c., and 10 l. for Postage - }	120 - -		
Assistant Surgeon of - ditto - at ditto -	1	{ Allowance in addition to his Pay, for charge of Medicines, &c., for issue to the Squadron on the Pacific Station - - - - }	20 - -	140 - -	
ESQUIMALT (VANCOUVER'S ISLAND) :					
Assistant Surgeon in charge of Temporary Naval Hospital at Esquimalt, borne in Her Majesty's Ship "Sutlej" - - - - -	1	{ Allowance in addition to his Pay, for charge of Stores - - - - }	20 - -	20 - -	
TRINCOMALEE :					
Surgeon (additional), borne in Her Majesty's Ship "Severn" - - - - -	1	{ Allowance in addition to his Pay, for charge of Naval Medical Depôt - - - - }	30 - -	30 - -	
SHANGHAI :					
Assistant Paymaster in charge of Naval and Victualling Stores at Shanghai, borne on the books of Her Majesty's Ship "Acorn" - -	1	{ Allowance in addition to his Pay, including 15 l. for Stationery - - - - }	115 - -	115 - -	
ASCENSION :					
Artificers, &c., employed in the Naval Establish- ment at the Island of Ascension, borne in Her Majesty's Ship "Mæander" - - - -	11	{ At various rates of Pay, according to their trade or occupation, from 45 l. 12 s. 6 d. to 156 l. a year - - - - }	1,318 17 6		
Cooks employed in the Mountain and Garrison Hospitals at Ascension, borne in Her Ma- jesty's Ship "Mæander" - - - -	2	{ Allowance to each, in addition to his Pay, of 1 s. a day, or 18 l. 5 s. a year - - - }	36 10 -	1,355 7 6	
HER MAJESTY'S SHIP "EXCELLENT" :					
Mathematical and Naval Instructor - - -	1	{ Allowance in lieu of 5 l. a year for each young Gentleman instructed - - - - }	160 - -		
Naval Instructor - - - - -	1	{ Allowance in addition to his Pay, for impart- ing Instruction to Marine Cadets - - }	50 - -		
Naval Instructor at the Royal Naval College -	1	{ Allowance in addition to his Pay, in lieu of House-rent and Tuition Money - - }	140 2 6		
Naval Schoolmaster - - - - -	1	Allowance in addition to his Pay - - -	20 - -	370 2 6	
Carried forward - - - £.			- - -	5,906 3 11	102,446 7 11

APPENDIX, No. 1.—EXPLANATORY STATEMENT (A.)—continued.

RANK.	Num-ber.	DESCRIPTION OF PAY, &c.	ANNUAL AMOUNT.	TOTAL AMOUNT.	TOTAL AMOUNT of the Whole.
MISCELLANEOUS PAY AND ALLOWANCES—continued.			£. s. d.	£. s. d.	£. s. d.
Special Pay and Allowances—continued.		Brought forward - - -	- - -	5,906 3 11	102,446 7 11
HER MAJESTY'S SHIP "BRITANNIA":					
Captain - - - - -	1	{ Allowance in addition to his Sea Pay and Command Money, to make up 700 L. a year as Superintendent of Naval Cadets - - }	152 10 -		
Principal Naval Instructor - - - - -	1	{ Salary in addition to his Pay, in lieu of 5 L. a year for each Naval Cadet instructed - - }	250 - -		
Second Naval Instructor - - - - -	1	{ Salary in addition to his Pay, in lieu of 5 L. a year for each Naval Cadet instructed - - }	200 - -		
Junior Naval Instructors - - - - -	4	{ Allowance to each, in addition to his Pay, of 125 L. a year as Tuition Money - - }	500 - -		
Acting Naval Instructors - - - - -	4	{ Allowance to each, in addition to his Pay, of 1 s. 6 d. a day, or 27 L. 7 s. 6 d. a year, in lieu of Tuition Money - - }	109 10 -		
French and Drawing Masters - - - - -	2	{ Salary at the rate of 400 L. each a year, for instructing Naval Cadets - - }	800 - -		
Chief Engineer, borne in Her Majesty's Ship "Colossus" - - - - -	1	{ Allowance, in addition to his Pay, for giving Lectures on subjects connected with the Steam Engine to Naval Cadets of the "Britannia" Training Ship - - }	50 - -	2,062 - -	
HER MAJESTY'S SHIP "CUMBERLAND":					
Naval Instructor - - - - -	1	{ Allowance in addition to his Pay, in lieu of Fees, for instructing Naval Engineers in Sheerness Dockyard - - }	172 5 -	172 5 -	
TROOP SHIPS:					
Paymaster of—					
Her Majesty's Steam Troop Ship "Adventure"					
Ditto - - - - "Himalaya"					
Ditto - - - - "Megæra"					
Ditto - - - - "Orontes"					
Ditto - - - - "Tamar"					
Ditto - - - - "Vulcan"					
Additional Cook of Her Majesty's Steam Troop Ship "Himalaya" - - - - -	1	{ Allowance in addition to his Pay, not exceeding 10 d. a day, or 15 L. 4 s. 2 d. a year - - }	15 4 2	315 4 2	
STEAM RESERVES, &c.:					
Captains of Her Majesty's Steam Guard Ships "Asia," "Cumberland," and "Indus" - - }	3	{ Allowance in addition to their Sea Pay and Command Money, to make up 700 L. a year each for extra duties in the Steam Reserves }	366 5 -		
Writers, borne in ditto, and Naval Barracks - -	9	{ Pay to each at the rate of 4 s. a day, or 73 L. a year - - }	657 - -	1,023 5 -	
LODGING MONEY:					
Flag Lieutenant to the Admiral Superintendent at Portsmouth - - - - -	1	Lodging Money - - - - -	50 - -		
Secretary to Commander-in-Chief at Devonport - - - - -	1	Ditto - - - - -	50 - -		
Secretary to the Rear Admiral commanding at Cork - - - - -	1	Ditto - - - - -	50 - -		
Secretary to Commodore Superintendent at Woolwich - - - - -	1	Ditto - - - - -	50 - -		
Harbour Master at Portland, borne in Her Majesty's Ship "Victory" - - - - -	1	Ditto - - - - -	50 - -		
Harbour Master at Falmouth, borne in Her Majesty's Ship "Royal Adelaide" - - - - -	1	Ditto - - - - -	50 - -		
Surgeons of Drill Ships of the Royal Naval Reserve - - - - -	7	Ditto to each of 50 L. a year - - -	350 - -	650 - -	
VARIOUS ALLOWANCES:					
Ward Room Officers of certain Ships, for messing Gun Room Officers, who have no distinct Mess on board of their own - - - - -	28 Gun Room Officers	{ Difference between the subscriptions paid by Gun Room Officers and Ward Room Officers to their respective Messes - - }	600 - -		
Master of Her Majesty's Ship "Pigmy" - - -	1	{ Allowance in addition to his Pay, for charge of Victualling Stores, there being no Assistant Paymaster in charge - - }	75 - -		
Master of Her Majesty's Yacht "Victoria and Albert" - - - - -	1	{ Allowance in addition to his Pay, for charge of the State Furniture on board the Royal Yacht - - }	50 - -		
Ward Room Steward of ditto - - - - -	1	{ Allowance in addition to his Pay, for charge and proper keeping of Government Plate - - }	10 - -		
		Carried-forward - - - £.	735 - -	10,128 18 1	102,446 7 11

APPENDIX, No. 1.—EXPLANATORY STATEMENT (A).—continued.

RANK.	Num-ber.	DESCRIPTION OF PAY, &c.	ANNUAL AMOUNT.	TOTAL AMOUNT.	TOTAL AMOUNT of the Whole.
MISCELLANEOUS PAY AND ALLOWANCES—continued.			£. s. d.	£. s. d.	£. s. d.
Special Pay and Allowances—continued.		Brought forward - - £.	735 - -	10,128 18 1	102,446 7 11
Various Allowances—continued.					
Second Masters in Her Majesty's Gun Boats -	25	{ Allowance to each, in addition to his Pay, of 60 l. a year for charge of Paymasters' and Warrant Officers' Stores and Accounts, there being no Officer of either of those Ranks borne in Gun Boats - - - }	1,500 - -		
Surgeon Superintendent in a Convict Ship, not being a Commissioned Ship - - - }	1	Pay at 18 s. a day, or 328 l. 10 s. a year - -	328 10 -		
Lithographer employed in the Office of the Com-mander-in-Chief at Portsmouth, borne in Her Majesty's Ship "Victory" - - - }	1	Pay at the rate of 1 l. 1 s. a week - - -	54 12 -		
Naval Schoolmaster of Her Majesty's Ship "Duke of Wellington" - - - }	1	Allowance in addition to his Pay - - -	20 - -		
Naval Schoolmaster of Her Majesty's Ship "Impregnable" - - - }	1	Allowance in addition to his Pay - - -	20 - -		
Ship's Corporal of ditto - - - - - }	1	{ Allowance in addition to his Pay, of 6 d. a day, or 9 l. 2 s. 6 d. a year, for instructing the Band Boys in Music - - - }	9 2 6		
Rifle Instructors, &c., (Petty Officers, and Non-commissioned Officers Royal Marines), borne in Her Majesty's Ships "Britannia," "Bos-cawen," "Cambridge," "Excellent," "Im-placable," "Impregnable," "Marlborough," and "St. Vincent," - - - - - }	18	{ Allowance to each, in addition to his Pay, viz.: 1st Class, 14 at 1 s. a day, or 18 l. 5 s. a year; and 2d Class, 4 at 6 d. a day, or 9 l. 2 s. 6 d. a year - - - }	292 - -		
Skilled Artificer for special service on North American and West Indian Station, borne in Her Majesty's Ship "Nile" - - - }	1	Pay at 15 l. per calendar month - - -	180 - -		
Leading Stoker of Her Majesty's Ship "Vin-dictive," at Fernando Po - - - - }	1	{ Allowance, in addition to his Pay, of 1 s. 3 d. a day, or 22 l. 16 s. 3 d. a year, for assisting Engineer in charge of Machinery - - - }	22 16 3		
Quartermasters and Pilots for Channel Islands, borne in Her Majesty's Ship "Dasher" - }	9	{ At Rates of Pay, according to their Classes, viz.: 1st Class, 3 at 5 s. a day, or 9 l. 5 s. a year; 2d Class, 3 at 4 s. 6 d. a day, or 82 l. 2 s. 6 d. a year; 3d Class, 3 at 4 s. a day, or 73 l. a year - - - }	739 2 6		
Riggers borne on books of Portsmouth Dockyard - - - - - }	-	{ Proportion of their Pay for the time they are employed Afloat as additions to the comple-ments of the Royal Yachts, &c. - - }	3,533 12 -	7,434 15 3	
HER MAJESTY'S COAST GUARD SERVICE:					
Commodore Controller General, borne on the books of Her Majesty's Ship "Pembroke" - }	1	{ Allowance, in addition to his Sea Pay of 1,095 l. a year, to make his Total Pay 1,264 l. 12 s. 6 d., the amount allowed for this Office prior to the transfer of the Coast Guard Service from the Board of Customs to the Admiralty - - - }	169 12 6		
Deputy Controller General, borne as additional Captain of Her Majesty's Ship "Pembroke" }	1	{ Allowance, in addition to his Sea Pay of 456 l. 5 s. a year, to make his Total Pay 700 l. a year, inclusive of all Emoluments - - - }	243 15 -		
Acting Second Masters in command of Tenders (late Cruisers) to Coast Guard Ships - }	22	{ Allowance to each, in addition to his Sea Pay, to make up the amount he was in receipt of prior to the transfer of the Coast Guard to the Admiralty, viz., 1 s. 6 d. a day, or 27 l. 7 s. 6 d. a year - - - }	602 5 -		
Acting Second Masters of Tenders, as above -	2	{ Allowance to each, in addition to his Sea Pay, as above, viz., 6 d. a day, or 9 l. 2 s. 6 d. a year - - - }	18 5 -		
Acting Masters' Assistants of Tenders, as above	14	{ Allowance to each, in addition to his Sea Pay, as above, viz., 1 s. 6 d. a day, or 27 l. 7 s. 6 d. a year - - - }	383 5 -		
Chief Gunners' Mates in Command - - - -	4	{ Allowance to each, in addition to his Pay, to make up the amount he was in receipt of prior to the transfer of the Coast Guard to the Admiralty, viz., 1 s. 3 d. a day, or 22 l. 16 s. 3 d. a year - - - }	91 5 -		
Lieutenants commanding Coast Guard Stations on Shore - - - - - }	13	{ Allowance to each, in addition to his Pay, as above, viz., 1 s. a day, or 18 l. 5 s. a year - }	237 5 -		
Masters commanding ditto - - - - - }	4	{ Allowance to each, in addition to his Pay, as above, viz.: 1 at 2 s. a day, or 36 l. 10 s. a year; and 3 at 1 s. a day, or 18 l. 5 s. a year }	91 5 -	1,836 17 6	
TOTAL SPECIAL PAY AND ALLOWANCES (including 1,836 l. 17 s. 6 d. for Coast Guard Service) - - -			- - -	- - -	19,400 10 10
TOTAL for MISCELLANEOUS PAY and ALLOWANCES - - - - -			- - -	£.	121,846 18 9

RECAPITULATION OF THE FOREGOING MISCELLANEOUS PAY AND ALLOWANCES:

Established Additional Pay and Allowances, including Table Money to Flag Officers and Command Money to Captains, &c., when in Command - - - - -	£. s. d.
Special Pay and Allowances - - - - -	102,446 7 11
	19,400 10 10
TOTAL MISCELLANEOUS PAY AND ALLOWANCES provided for in ESTIMATE } VOTE No. 1, Page 6 - - - - -	£. 121,846 18 9

APPENDIX, No. 1.—EXPLANATORY STATEMENT (A).—continued.

A RETURN showing the Number of Officers, Men and Boys MORE or LESS Borne than Voted during the present Financial Year.

M O N T H.										NUMBER VOTED.			Number Borne.			Number more or less Borne than Voted.			
																More.	Less.		
FOR HER MAJESTY'S FLEET:																			
1863	-	-	April	-	-	-	-	-	-	-	-	-	-	63,931	-	-	-	2,069	
			May	-	-	-	-	-	-	-	-	-	-	-	63,570	-	-	-	2,430
			June	-	-	-	-	-	-	-	-	-	-	-	63,378	-	-	-	2,622
			July	-	-	-	-	-	-	-	-	-	-	-	63,346	-	-	-	2,654
			August	-	-	-	-	-	-	-	-	66,000	-	-	62,919	-	-	-	3,081
			September	-	-	-	-	-	-	-	-	-	-	-	63,079	-	-	-	2,921
			October	-	-	-	-	-	-	-	-	-	-	-	62,971	-	-	-	3,029
			November	-	-	-	-	-	-	-	-	-	-	-	62,651	-	-	-	3,349
	December	-	-	-	-	-	-	-	-	-	-	-	62,246	-	-	-	3,754		
FOR HER MAJESTY'S COAST GUARD:																			
Persons borne on Ships' Books for Service Afloat and on Shore:																			
1863	-	-	April	-	-	-	-	-	-	-	-	-	-	7,534	-	-	-	1,466	
			May	-	-	-	-	-	-	-	-	-	-	-	7,625	-	-	-	1,375
			June	-	-	-	-	-	-	-	-	-	-	-	7,914	-	-	-	1,086
			July	-	-	-	-	-	-	-	-	-	-	-	7,860	-	-	-	1,140
			August	-	-	-	-	-	-	-	-	9,000	-	-	7,864	-	-	-	1,136
			September	-	-	-	-	-	-	-	-	-	-	-	7,713	-	-	-	1,287
			October	-	-	-	-	-	-	-	-	-	-	-	7,651	-	-	-	1,349
			November	-	-	-	-	-	-	-	-	-	-	-	7,706	-	-	-	1,294
	December	-	-	-	-	-	-	-	-	-	-	-	7,687	-	-	-	1,313		

CADETS.—Number of CADETS, 1st Class, admitted into the Royal Navy in the Year ended 31st December 1863 - - 171

A COMPARATIVE STATEMENT showing the Number of Ships and Vessels in Commission on 1st December 1862 and on 1st December 1863.

R A T E S, &c.	1 December 1862.		TOTAL.	1 December 1863.		TOTAL.	1863.		
	Sailing.	Steam.		Sailing.	Steam.		More.	Less.	
SEA GOING :									
Line of Battle Ships - - - - -	- -	13	} 155 {	- -	10	} - - {	- -	3	
Iron Cased Ships - - - - -	- -	4		- -	5		- -	1	-
Frigates and Corvettes - - - - -	- -	46		- -	44		- -	-	2
Sloops, small Vessels and Gun Boats - -	- -	92		- -	98		- -	6	-
TOTAL SEA GOING SHIPS - - - - -	- -	155	155	- -	157	157	7	5	
2 more.									
Harbour Guard Ships, stationary Ships, &c.	37	4	} 97 {	39	5	} - - {	3	-	
Surveying, Troop, and Store Ships - - -	- -	16		- -	18		105	2	-
Tenders - - - - -	7	33		8	35		- -	3	-
TOTAL FLEET, including TENDERS -	44	208	252	47	215	262	15	5	
10 more.									
Guard Ships of the Coast Guard - - -	- -	11	} 75 {	- -	11	} 74 {	- -	1	
Tenders, including Cruisers - - - -	46	18		46	17		- -	-	
TOTAL FLEET and COAST GUARD, } including TENDERS - - - }	90	237	327	93	243	336	15	6	
							NET TOTAL }	9 more.	

APPENDIX, No. 2.

EXPLANATORY STATEMENT (B.) of the EXPENSE of 18,000 ROYAL MARINES, as provided for in the NAVY ESTIMATES for 1864-65, page 7.

RANK.	Number.	PAY OF EACH RANK.			Total Number.	TOTAL AMOUNT.	
		Daily.	Annual.	For the Whole.			
		£. s. d.	£. s. d.	£. s. d.		£. s. d.	
Inspector General of Royal Marines (in addition to his unattached Pay as Major General of Royal Marines) - - - - -	-	1 17 11	691 19 7	691 19 7			
Captain, Royal Marines, attached to the above for Military Duties and Correspondence (in addition to his Pay as Captain) - - -	-	- 9 6	173 7 6	173 7 6			
GENERAL STAFF:							
Deputy Adjutant-General (including Pay as Colonel, Second Commandant of Artillery) - - -	1	2 6 3	844 1 3	844 1 3			
Assistant Adjutant-General (including Pay as Lieutenant-Colonel Light Infantry) - - -	1	1 9 6	538 7 6	538 7 6			
REGIMENTAL STAFF:							
Colonel Commandant (Artillery) - - -	1	2 - -	730 - -	730 - -			
Colonels Commandant (Light Infantry) - - -	4	1 18 6	702 12 6	2,810 10 -			
Colonel, Second Commandant (Artillery) - - -	1	1 6 3	479 1 3	479 1 3			
Colonels, Second Commandant (Light Infantry) - - - - -	4	1 - -	365 - -	1,460 - -			
Colonels, Aides-de-Camp to Her Majesty (2), additional Pay - - - - -	-	- 10 -	182 10 -	365 - -			
Lieutenant-Colonels of Artillery - - -	4	- 17 11	326 19 7	1,307 18 4			
Lieutenant-Colonels of Light Infantry - - -	16	- 17 -	310 5 -	4,964 - -			
Captain superintending Laboratory - - -	1	- 12 1	220 10 5	220 10 5			
Ditto (in addition to his Pay as Captain) - - -	-	- 5 -	91 5 -	91 5 -			
Captains - Gunnery Instructors - - -	4	- 11 7	211 7 11	845 11 8			
Ditto - Musketry Ditto - - -	3	- 11 7	211 7 11	634 3 9			
Ditto (Brevet Major) Ditto - - -	1	- 16 -	292 - -	292 - -			
Ditto (Brevet Major) Ditto - - -	1	- 14 1	257 - 5	257 - 5			
Ditto (Gunnery Instructor) - - -	1	- 12 1	220 10 5	220 10 5			
Divisional Paymasters - - - - -	5	- - -	300 - -	1,500 - -			
Barrack Masters.—Voted under "Marine Divisions," No. 6. - - - - -	5	- - -	- - -	- - -			
Deputy Inspectors General of Hospitals - - - - -	2	- - -	- - -	- - -			
Staff Surgeons - - - - -	2	- - -	- - -	- - -			
Surgeon - - - - -	1	- - -	- - -	- - -			
Assistant Surgeons - - - - -	9	- - -	- - -	- - -			
Lieutenants and Adjutants, Light Infantry - - -	3	Pay - 7 6	136 17 6	410 12 6			
Ditto - - - - ditto - - - - -	5	Additional 6 6	118 12 6	355 17 6			
Ditto - Artillery - - - - -	2	Pay - 7 10	142 19 2	285 18 4			
Lieutenants and Quartermasters, Light Infantry - - -	4	Additional 6 6	118 12 6	237 5 -			
Ditto - Artillery - - - - -	1	Pay - 7 6	136 17 6	547 10 -			
Quartermasters, Light Infantry - - - - -	3	Additional 4 8	85 3 4	340 13 4			
Ditto, Artillery - - - - -	1	Pay - 7 10	142 19 2	142 19 2			
Serjeant Majors, Artillery - - - - -	2	Additional 4 8	85 3 4	85 3 4			
Ditto - Light Infantry - - - - -	8	- 8 6	155 2 6	465 7 6			
Quartermaster Serjeant, Artillery - - -	1	- 6 6	118 12 6	118 12 6			
Ditto - Light Infantry - - - - -	4	- 7 10	142 19 2	142 19 2			
Barrack Serjeant, Artillery - - - - -	1	- 4 3½	77 18 10	155 17 8			
Ditto, Light Infantry - - - - -	8	- 3 2	57 15 10	462 6 8			
Messenger in Deputy Adjutant-General's Office - - -	1	- 3 9½	68 16 4	68 16 4			
Necessary Woman - - - - -	4	- 2 8	48 13 4	194 13 4			
	1	- 2 10	51 14 2	51 14 2			
	4	- 2 -	36 10 -	182 10 -			
	-	- - -	75 - -	75 - -			
	-	- - -	40 - -	40 - -			
					107	23,975 8 7	
COMMISSIONED OFFICERS OF LIGHT INFANTRY.							
having Brevet Rank of Lieutenant - - -	3	- 16 -	292 - -	876 - -			
Colonel - - - - -	2	- 16 -	292 - -	584 - -			
Captains having higher rank as Brevet Major - - - - -	8	- 13 7	247 17 11	1,983 3 4			
not having - - - ditto - - - - -	103	- 11 7	211 7 11	21,773 15 5			
First Lieutenants above seven years' service - - -	32	- 7 6	136 17 6	4,380 - -			
under - ditto - - - - -	123	- 6 6	118 12 6	14,590 17 6			
Second Lieutenants - - - - -	77	- 5 3	95 16 3	7,377 11 3			
					348	51,565 7 6	
COMMISSIONED OFFICERS OF ARTILLERY.							
having higher rank by Brevet (Majors) - - -	5	- 14 1	257 - 5	1,285 2 1			
not having - ditto - - - - -	19	- 12 1	220 10 5	4,189 17 11			
First Lieutenants above seven years' service - - -	6	- 7 10	142 19 2	857 15 -			
under - ditto - - - - -	30	- 6 10	124 14 2	3,741 5 -			
Second Lieutenants - - - - -	16	- 5 7	101 17 11	1,630 6 8			
					76	11,704 6 8	
Carried forward - - - - -	-	- - -	- - -	- - -	531	87,245 2 9	

APPENDIX, No. 2.—EXPLANATORY STATEMENT (B.)—continued.

R A N K.	Number.	PAY OF EACH RANK.			Total Number.	TOTAL AMOUNT.
		Daily.	Annual.	For the Whole.		
		£. s. d.	£. s. d.	£. s. d.		£. s. d.
Brought forward - - -	-	-	-	-	531	87,245 2 9
NON-COMMISSIONED OFFICERS AND PRIVATES OF LIGHT INFANTRY.						
Provost Sergeants - - - - -	4	- 2 8	48 13 4	194 13 4		
Colour Sergeants - - - - -	116	- 2 6	45 12 6	5,292 10 -		
Sergeants - - - - -	572	- 2 -	36 10 -	20,878 - -		
Armourer Sergeants - - - - -	4	- 5 -	91 5 -	365 - -		
Corporals {above 14 years' service - - -	-	-	-	-		
{under - ditto - - - - -	696	- 1 4	24 6 8	16,936 - -		
Privates {above - ditto - - - - -	46	- 1 2	21 5 10	979 8 4		
{under - ditto - - - - -	12,611	- 1 -	18 5 -	230,150 15 -		
Drummers - - - - -	131	- 1 1½	20 18 2½	2,739 8 -		
Ditto - - - - -	217	- 1 1	19 15 5	4,290 5 5	14,397	281,826 - 1
NON-COMMISSIONED OFFICERS AND GUNNERS OF ARTILLERY.						
Sergeants attending the Laboratory - -	2	- 2 10	51 14 2	103 8 4		
Colour Sergeants - - - - -	24	- 3 4	60 16 8	1,460 - -		
Provost Sergeants - - - - -	1	- 3 6	63 17 6	63 17 6		
Sergeants - - - - -	165	- 2 10	51 14 2	8,531 17 6		
Corporals {above 14 years' service - - -	-	-	-	-		
{under - ditto - - - - -	144	- 2 2	39 10 10	5,694 - -		
Bombardiers {above - ditto - - - - -	-	-	-	-		
{under - ditto - - - - -	120	- 2 -	36 10 -	4,380 - -		
Gunners {above - ditto - - - - -	14	- 1 5½	26 4 8½	367 5 7		
{under - ditto - - - - -	2,554	- 1 3½	23 3 10½	59,234 3 7		
Drummers {above - ditto - - - - -	-	-	-	-		
{under - ditto - - - - -	48	- 1 3½	23 3 10½	1,113 5 -	3,072	80,947 17 6
Beer Money for 9,660 Men - - - - -						
Excess Cost, of Bread and Meat, beyond the 4½ d. a day charged as the fixed	-	-	-	-	-	15,000 - -
Cost of the Compound Ration - - - - -	-	-	-	-	-	10,000 - -
Good Conduct Pay for 5,942 Men - - - - -	-	-	-	-	-	15,448 9 2
MARINE CONTINGENT EXPENSES AND ALLOWANCES; viz.:						
Allowances to Pay-Captains, to Marines acting as Divisional Clerks, and Savings Banks' Clerks; Allowances in aid of Divisional Mess, Forage Money, Non-effective and Contingent Allowances to the Officers of the Marine Artillery having the Command of Companies; Petty Allowances to Officers of Marines, Billet Money, Marching Money, &c. &c. - - - - -	-	-	-	-	-	16,500 - -
Contingent and Field Allowances of Marines in Japan, San Juan, and Port Albany - - - - -	-	-	-	-	-	5,000 - -
PRIZES FOR GOOD SHOOTING AT THE FIVE DIVISIONS:				£. s. d.		
Marksmen	5 First Prizes - - - - -	-	-	22 16 3		
	50 Second ditto - - - - -	-	-	152 1 8		
	770 Third ditto - - - - -	-	-	1,171 - 10	-	1,345 18 9
RECRUITING EXPENSES:						
Expenses (exclusive of Levy Money) incurred on account of Recruits raised at Recruiting Stations, in the year ended 30th November 1863 - - - - -				2,257 4 1		
Levy Money for 1,034 Ordinary Recruits, at £. 3. 6s. - - - - -				3,412 4 -		
RECRUITS ENLISTED AT HEAD QUARTERS:						
Privates	Ordinary - 221 Recruits, at - - -	£. s. d.	£. s. d.			
	Militia - Nil - - -	2 9 6 each	546 19 6			
Drummers raised to the ranks, 9 at £. 2. 2. 0. each - - - - -				18 18 -		
Ditto (attestation) - 30 at 0. 1. 0. „ - - - - -				1 10 -		
				£.	6,236 15 7	
ADDITIONAL RECRUITING EXPENSES:						
Bounty for 154 Marines re-enlisting for further service, at £. 2 per Man - - - - -				308 - -		
Free Kit for 154 Marines, at £. 4 per Man - - - - -				616 - -		
For Casualties in Japan, &c., and increased Number of Recruiting Parties - - - - -				1,264 - -	-	8,424 15 7
TOTAL - - -					18,000	521,788 3 10

APPENDIX, No. 3.

A RETURN, giving the ITEMS of EXPENDITURE in the Year 1862-63, the last Financial Year closed on account of MARINE CONTINGENCIES and ALLOWANCES.

	£.	s.	d.
Quartermasters' Expenses for Repair of Arms - - - - -	74	16	5
Funerals of Marines buried with Military Honours - - - - -	96	11	6
Making and altering Clothing - - - - -	5,758	13	3
Courts Martial - - - - -	45	2	6
Officers' Travelling Charges - - - - -	456	18	10
Allowances to Pay Captains - - - - -	673	8	-
Ditto to Marines acting as Divisional Clerks - - - - -	2,241	7	10
Lodging Money to Officers unprovided with Quarters - - - - -	5,529	6	3
Forage Money - - - - -	2,182	8	10
Postage and Stationery Allowances - - - - -	793	10	3
Non-effective and Contingent Allowances to the Officers of the Artillery having the command of Companies, and Petty Allowances to Officers of Marines }	1,077	18	6
Billet and Lodging Money, Marching Money, Conduct Money, Conveyance of Marines, and Family Allowances - - - - - }	6,024	9	-
Allowances to Acting Quartermasters and Adjutants - - - - -	730	18	10
Allowances in Aid of the Divisional Mess - - - - -	2,187	10	-
Excess Cost of Bread and Meat beyond the Fourpence Halfpenny per Head for the Compound Ration - - - - - }	9,999	10	1
Expenses of Bands of Music of the several Divisions; Divisional Schools; per-centage to Divisional Paymasters, on the Amount of their Disbursements, and Sundry Contingent Expenses - - - - - }	6,526	2	5
TOTAL EXPENDITURE for the Year 1862-63 - - - £.	44,398	12	6

APPENDIX, No. 4.

VOTE, No. 2.—VICTUALS FOR SEAMEN, &c.

STATEMENT of the SUMS required for 1864-65, as compared with 1863-64, for PROVISIONS, &c., under the several Items of Charge shown in the Estimates for 1863-64.

	REQUIRED for the Service of the Year 1864/65.	LAST VOTE for the Financial Year 1863/64.
PROVISIONS:	£. s. d.	£. s. d.
For the Purchase of Provisions and Victualling Stores and other Charges for Fifty-seven Thousand Men and Boys, including Eight Thousand Royal Marines, and Two Thousand Five Hundred Boys in Training Ships, to be employed in Her Majesty's Fleet, and for Her Majesty's Coast Guard Service Afloat, for One Year, ending on the 31st March 1865, viz.:—		
For Provisions, &c. for the Fleet - - - -	864,886 - -	968,507 - -
For Provisions for Three thousand Five hundred Men } in Coast Guard Service Afloat - - - - }	56,581 - -	77,827 - -
For Victualling Stores - - - - -	49,250 - -	65,150 - -
For Freight and other Charges - - - - -	21,250 - -	20,000 - -
£.	991,967 - -	1,131,484 - -
For allowances in lieu of Provisions to Four Thousand Men } to be employed in the Coast Guard Service, and borne } on the Books of District Ships for Service <i>on Shore</i> , } during the above period - - - - - }	97,333 - -	109,800 - -
For the Victualling of Seven Thousand Five Hundred } Royal Naval Coast Volunteers when on Drill Afloat - }	10,413 - -	11,443 - -
For the Victualling Sixteen Thousand Seamen of the Royal } Naval Reserve when on Drill Afloat - - - - - }	29,867 - -	29,867 - -
For the Purchase of Provisions, &c., for Six Hundred and } Sixty-three Men and Boys, to be employed on board } Steam Tugs, Hoys, &c., for Yard Service Afloat - - }	12,496 - -	12,815 - -
For the Purchase of Mess Traps and for Money Allowance } to Officers - - - - - }	39,800 - -	{ Not provided for as a separate charge.
£.	1,181,876 - -	1,295,409 - -

APPENDIX, No. 5.

STATEMENT, showing the APPROPRIATION of the MESSENGERS, &c., in the DEPARTMENTS of the PRINCIPAL OFFICERS, &c.

	N U M B E R.					Number of Persons attended upon.	Number of Rooms and Repositories attended.
	On Salary.			Fixed Salary, and on Day Pay.	TOTAL.		
	1st Class.	2d Class.	3d Class.				
Head Messenger - - -	-	-	-	-	1		
Comptroller of the Navy's Department - - - - - }	1	1	2	-	4	49	30
Accountant General's Department	1	6	12	4	23*	194	83
Storekeeper General's Department	-	3	2	1	6	35	35
Comptroller of Victualling Department - - - - - }	1	2	4	1	8	55	33
Medical Director General's Department - - - - - }	1	-	2	-	3	17	18
Director of Transports Department - - - - - }	-	-	3	-	3	24	12
Director of Works Department -	-	1	-	-	1	13	11
	4	13	25	6	48	387	222
Out-door Messengers - - -	-	-	1	2	17	—	—
Assistant Messengers for General Duties - - - - - }	-	-	-	3			
Labourers and Temporary Labourers	-	-	-	5			
Porter - - - - -	1	-	-	-			
Ditto for Controller of Navy's Department - - - - - }	-	-	1	-			
Assistant Porter - - - - -	-	1	-	-			
Postman - - - - -	1	-	-	-			
Lamplighter - - - - -	-	-	1	-			
Deptford and Woolwica, Messenger	-	-	-	1			
TOTAL NUMBER - - -	6	14	28	17	65	—	—
Head Messenger - - - - -	-	-	-	-	1	—	—

* Several employed in tracing Muster Books.

APPENDIX, No. 6.

RETURN of the EXPENDITURE in the Year 1862-63 (the last Financial Year closed)
for Rewards, Experiments, &c., for Scientific Purposes.

	£.	s.	d.
Annual Allowance to Clocksmith for taking charge of the Time Signal Ball at the Royal Naval Yard, Deal - - - - -	16	5	-
Allowance to Optician for managing the Time Ball at Mount Wise, Devonport -	45	18	4
Payments for Sets of Chemical Apparatus and for Instruments for the use of the Apprentices' Schools in Her Majesty's Dockyards - - - - -	119	13	-
Payment to Mr. C. Frodsham for the Expense of a Watch presented to Mr. Archibald Smith - - - - -	51	5	-
Payment to Dr. G. C. Wallick towards the Publication of his Work on the North Atlantic Sea Bed - - - - -	100	-	-
Payment to Dr. G. C. Wallick for his services in preparing an Analysis of the Soundings taken during the late Voyage of Her Majesty's Ship "Bulldog" in the North Atlantic - - - - -	150	-	-
Payment to Sir William Snow Harris for Expenses incurred with his Invention for affording protection to Her Majesty's Ships from Lightning - - -	11	10	-
Payment to the Astronomical Society for Printing Four Papers from Sir Thomas Maclear, Astronomer of the Cape of Good Hope Observatory - - -	25	-	-
Salary and Expenses of Mr. Gustav Mann, Botanist, Exploring the Forests on the West Coast of Africa, between 6 June 1860 and 31 March 1863 - - -	1,058	17	3
TOTAL EXPENDITURE, in the Year 1862-63 - - - £.	1,578	8	7

APPENDIX, No. 7.

Note.—SHOWING THE SURVEYS IN PROGRESS.

HOME SURVEYS.		FOREIGN SURVEYS.
<i>England</i>	North Sea and East Coast.	Adriatic.
	Cornwall, North Coast.	Malta Channel.
	Bristol Channel.	China and Japan.
<i>Scotland</i>	West Coast.	China Sea Shoals.
		Vancouver's Island.
Channel Islands.		Nova Scotia.
		Newfoundland.
		Bermuda.
		West Indies.
		Cape of Good Hope.
		Coast of Victoria, Australia.
		Ditto South Australia.
		Ditto Queensland.
		New Zealand, Manukau Bar, &c.

APPENDIX, No. 8.

STATEMENT of the NUMBER and DESCRIPTION of WORKMEN authorised as the ESTABLISHMENTS at the several DOCK YARDS.

Description of Workmen, &c.	Deptford.	Woolwich.	Chatham.	Sheerness.	Portsmouth.	Devonport.	Pembroke.	TOTAL.
	No.	No.	No.	No.	No.	No.	No.	No.
Shipwrights and Apprentices - - - -	268	493	539	426	825	844	392	3,787
Caulkers and Apprentices - - - -	15	41	53	38	82	77	29	335
Joiners - - - -	23	75	81	64	140	141	54	578
Sawyers - - - -	8	25	42	18	81	79	58	309
Smiths and Apprentices	42	107	122	105	193	193	82	844
Workmen at Millwright's Shop and Apprentices	2	6	72	19	75	51	6	231
Workmen at Block, Saw, and Metal Mills -	14	22	92	12	67	13	9	229
Riggers - - - -	3	58	60	86	260	150	2	619
Sailmakers and Apprentices - - - -	17	15	23	17	38	32	1	143
Spinners and Houseboys - - - -	-	1	145	1	108	131	-	386
Other Trades - - - -	45	74	119	80	122	132	42	614
Labourers - - - -	69	117	119	100	203	204	90	902
TOTAL Number - -	506	1,032	1,467	966	2,194	2,047	765	8,977
Hired Labourers, 1st Class - - - -	117	282	108	109	226	320	129	1,291
								10,268

STATEMENT of the DISTRIBUTION of HIRED ARTIFICERS, LABOURERS, &c., in the several DOCK YARDS.

Description of Workmen, &c.	Deptford.		Woolwich.		Chatham.		Sheerness.		Portsmouth.		Devonport.		Pembroke.		TOTAL.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£.		£.		£.		£.		£.		£.		£.		£.
Hired Coppersmiths, &c., in Portsmouth Yard, to make Grant's Condensers	-	-	-	-	-	-	-	-	45	3,000	-	-	-	-	45	3,000
Hired Spinners, Labourers, and House Boys, for getting up Store of Yarn, &c. -	-	-	-	-	186	7,368	-	-	92	1,108	166	4,938	-	-	444	13,414
Hired Sailmakers -	-	-	1	60	-	-	-	-	-	-	3	180	-	-	4	240
Hired Line and Twine Spinners (Women) - - -	-	-	-	-	-	-	-	-	-	-	6	188	-	-	6	188
Supernumerary Shipwrights at Pembroke - -	-	-	-	-	-	-	-	-	-	-	-	-	37	2,637	37	2,637
Colour Women -	-	-	15	352	5	117	4	94	7	164	12	282	-	-	43	1,005
Hired Artificers and Labourers - -	269	13,456	591	34,686	1,955	102,894	310	15,267	1,868	123,863	437	22,603	248	12,210	5,678	324,977
TOTAL - - -	269	13,456	607	35,098	2,146	110,379	314	15,361	2,012	128,135	624	28,191	285	14,847	6,257	345,466

APPENDIX, No. 8—continued.

STATEMENT of the NUMBER and DESCRIPTION of WORKMEN estimated for in the STEAM FACTORIES at WOOLWICH, SHEERNESS, PORTSMOUTH and DEVONPORT.

DESCRIPTION OF WORKMEN.	Woolwich.	Sheerness.	Portsmouth.	Devonport.	TOTAL.
	No.	No.	No.	No.	No.
Draughtsmen, Writers, &c. - - - -	11	13	14	12	50
Assistant Timekeepers and Collectors of Work	3	4	3	3	13
Leading Men of Stores - - - -	1	1	1	1	4
Store Porters, Messengers, Boys, &c. - -	3	4	6	4	17
Engine-keepers - - - - -	2	3	10	3	18
Pattern-makers, including Leading Men, Assistants and Boys - - - - -	18	15	34	23	90
Fitters and Erectors, Assistants and Boys -	187	164	208	178	737
Boiler-makers, Assistants, and Rivet Boys -	250	170	259	248	927
Engine-smiths, Hammermen, &c. - -	32	35	40	36	143
Founders - - - - -	33	24	60	36	153
Coppersmiths - - - - -	21	27	28	18	94
Millwrights - - - - -	8	2	28	12	50
Painters - - - - -	2	1	4	2	9
Labourers - - - - -	158	107	130	194	589
TOTAL Number - - -	729	570	825	770	2,894

STATEMENT of the NUMBER and DESCRIPTION of WORKMEN authorised as the ESTABLISHMENTS at the several VICTUALLING YARDS.

DESCRIPTION OF WORKMEN.	Royal Victoria.	Royal Clarence.	Royal William.	Haulbowline.	TOTAL.
	No.	No.	No.	No.	No.
Coopers and Apprentices - - - -	70	19	19	1	109
Sawyers - - - - -	4	2	2	-	8
Blacksmiths - - - - -	6	5	5	-	16
Millers - - - - -	7	5	4	-	16
Bakers and Bakers' Boys - - - -	21	17	18	-	56
Other Trades - - - - -	46	17	14	3	80
Leading Men of Labourers - - - -	7	2	2	1	12
Labourers - - - - -	72	21	22	8	123
TOTAL Number - - -	233	88	86	13	420

APPENDIX, No. 9.

A RETURN, giving an Analysis of the EXPENDITURE in the Year 1862-63 (the last Financial Year closed) for Contingencies.

	£.	s.	d.
Hire of Ships and Vessels - - - - -	381	7	9
Freight of Specie - - - - -	83	5	5
Assistance rendered to Her Majesty's Ships in Distress - - - - -	773	2	4
Compensation for Damage done by Her Majesty's Ships - - - - -	3,808	16	2
Allowances to Masters in charge of Gunners' Stores - - - - -	125	15	-
Raising Men - - - - -	117	18	2
Gratuities for Wounds and Injuries received in the Service, and to Persons on Retirement or discharge from the Public Service not entitled to Pensions; and Compassionate Allowances - - - - -	967	4	10
Gratuities and Allowances for Special Services - - - - -	2,403	16	10
Wages, &c. of Interpreters; Allowances for Lodging, &c. to Officers and Crews of Her Majesty's Ships detained on Shore; and Subsistence, Travelling Expenses, &c., of Naval Officers, &c. on Special Services - - - - -	1,983	15	-
Expenses incurred in connexion with the Committee on Iron Plates; the Pilotage Revision Committee; the Ordnance Select Committee; the Committee on Masters, R.N.; the Committee on Whitworth and Armstrong Guns; the National Defence Committee; the Mess Traps Committee; the Committee on Cupola Shields, &c. - - - - -	2,173	16	1
Expenses incurred on account of the Establishments of Her Majesty and the Royal Family - - - - -	2,599	6	10
Conveyance of Invalided, &c. Seamen and Marines from London to their Homes - - - - -	1,179	8	6
Towing and navigating Her Majesty's Ships; Postages by Captains, Consuls, and Paymasters; Brokerage, and Conveyance of Despatches - - - - -	609	4	11
Loss by exchange, arising chiefly upon the Expenditure by Paymasters on the East India and China, and South East Coast of America Stations, in paying away Dollars to the Fleets at the Fixed Rate, which had been purchased at the Current Rates - - - - -	5,350	13	10
Compensation to Owners of Merchant Vessels for Excess of Wages paid by them in providing Substitutes for Seamen who volunteered into Her Majesty's Navy - - - - -	278	17	3
Wages of Petty Officers and Seamen employed as Signal Men between St. Ann's Head and Pembroke Dockyard - - - - -	176	1	-
Allowances for the Purchase of Books, Stationery, &c. for Schools on board Her Majesty's Ships; and for Her Majesty's Training Ship "Britannia" - - - - -	690	14	-
Stationery Allowances to Paymasters and other Officers of Her Majesty's Ships - - - - -	2,648	8	10
Expenses incurred in the Stowage of Powder, &c. at Valparaiso and Cobras between 1860 and 1863 - - - - -	1,948	4	9
Issue of the "Sailors' Home Journal" and "Naval Chronicle" to the Fleet; Gun Shot Rewards; Compensation to Japanese Authorities, for Land used for Naval purposes; Rent of a Field used as a Drill Ground for Her Majesty's Ship "Cambridge"; Clearing Ships, Vessels, &c., in Harbour, of Ashes, &c.; Discount on Bills drawn by Paymasters; Proctors' Costs in the case of the destruction of Piratical Junks by Her Majesty's Ships "Slaney," "Nimrod," &c.; Compensation for Suspension or Abandonment of Contracts, Supplies of Storm Signals by Rear Admiral FitzRoy; and other Contingent Expenses - - - - -	1,951	4	8
TOTAL EXPENDITURE for CONTINGENCIES in the Year 1862-63 - - £.	30,251	2	10

AN ACCOUNT of the NAVAL OLD STORE MONEYS and EXTRA RECEIPTS brought to Account between the 1st April 1862 and the 31st March 1863, and paid over Quarterly to the Exchequer, instead of being appropriated in aid of the Naval Grants on the Estimates, pursuant to Directions contained in the Treasury Minutes of 2d May 1848 and 12th December 1863.

HEADS OF OLD STORE MONEYS AND EXTRA RECEIPTS.	Amount of Old Store Moneys.	Amount of Extra Receipts.	TOTAL.	VOTE of the Navy Estimates under which formerly the Credits in Aid were appropriated.
	£. s. d.	£. s. d.	£. s. d.	
Old Seamen's Clothing, Marine Stores, &c. (Sales) - - -	9,907 13 5	- - -	18,364 6 7	No. 1.
Repayments for Marine Subsistence, &c. (Supplies) - - -	- - -	89 10 7		
Discharges of Seamen and Marines - - -	- - -	8,106 5 5		
Barrack Schools (Contributions towards Education) - - -	- - -	260 17 2		
	9,907 13 5	8,456 13 2		
Old Stores, Victualling (Sales) - - - - -	26,279 13 4	- - -	26,279 13 4	No. 2.
Sale of Charts - - - - -	- - -	4,665 9 8	5,292 - 9	No. 5.
Instruction of Marine Cadets - - - - -	- - -	626 11 1		
Barrack Rents (Rents of Canteens and Shops) - - - - -	- - -	210 2 9	210 2 9	No. 6.
Sale of Dockyard Brigade and Police Clothing - - - - -	51 15 9	- - -	51 15 9	No. 8.
Old Stores, Naval (Sales) - - - - -	49,273 7 3	- - -	178,321 18 11	No. 10.
Proceeds of the Sale of Old Ships - - - - -	2,773 19 1	- - -		
Sale of Ships - - - - -	- - -	70,203 18 -		
Per Centage on Cabin and Superintendent's Furniture; for its use - - -	- - -	2,444 15 5		
Repayments, Naval (Supplies of Stores) - - - - -	- - -	53,625 19 2		
	52,047 6 4	126,274 12 7		
Old Stores, Medical (Sales) - - - - -	146 8 -	- - -	524 19 8	No. 12.
Repayments, Medical (Supplies of Stores) - - - - -	- - -	378 11 8		
Penalties, Fines, &c. - - - - -	- - -	4,409 3 5	10,962 11 7	No. 13.
Sale of Naval Property - - - - -	- - -	44 6 6		
Rents of Naval Premises - - - - -	- - -	6,171 6 2		
Per Centage on Port Admirals' Furniture; for its use - - -	- - -	290 7 3		
Miscellaneous Receipts - - - - -	- - -	47 8 3		
Contributions from Naval Prize Fund (under 13 & 14 Vict. c. 40)	- - -	5,000 - -	5,000 - -	No. 15.
Old Stores, Army Service (Sales of Transport Stores) - - -	7,867 19 -	- - -	52,213 14 7	No. 17.
Repayments, Army Service (Victualling Troops on board Her Majesty's Ships, &c.) - - - - -	- - -	44,345 15 7		
Old Store Moneys - - - - -	£. 96,300 15 10		£. 297,221 3 11	
Extra Receipts - - - - -	200,920 8 1			

Admiralty, }
2 February 1864. }

J. Beeby,
Accountant General of the Navy.

NAVY ESTIMATES,

FOR

THE YEAR

1864-65,

WITH APPENDIX.

[ACCOUNT OF NAVAL OLD STORE MONEYS and
EXTRA RECEIPTS in 1862-63.]

(Presented to Parliament by Command of Her Majesty.)

*Ordered, by The House of Commons, to be Printed,
12 February 1864.*

N A V Y.

SUPPLEMENTARY ESTIMATE

OF

HER MAJESTY'S NAVY,

FOR THE YEAR 1864-65.

AN ESTIMATE of the Sum required to defray the CHARGES which shall come in course of Payment between the 1st July 1864 and 31st March 1865, under the following Heads of the Annual Estimates, viz. :—

VOTE, No. 1.—WAGES TO SEAMEN AND MARINES:—

For increasing the Full Pay of the Executive Officers, Pay-	}	£. 55,266
masters and Assistant Paymasters, Naval Instructors, &c.		
and Petty Officers of the Royal Navy - - - -		

[See Explanatory Statement (A.) annexed.]

VOTE, No. 14.—HALF-PAY, RESERVED HALF-PAY, AND RETIREMENT OF OFFICERS OF THE NAVY AND ROYAL MARINES:—

For additional Charge for altering and improving the System	}	5,775
of Retirement of Officers of the Royal Navy, and reducing		
the Number of Officers on the Active List of the Navy -		

[See Explanatory Statement (B.) annexed.]

£. 61,041

The whole Charge amounts to the Sum of Sixty-one Thousand and Forty-one Pounds.

Admiralty, }
13 May 1864. }

SOMERSET.
HUGH C. E. CHILDERS.

(A.)

EXPLANATORY STATEMENT, showing the Present PAY and ALLOWANCES, and the Proposed Pay and of the Royal Navy; together with the Estimated Cost

RANK OR RATING.	PRESENT SCALE.				
	RATES of PAY, &c.				
	PAY.		ALLOWANCES.		Total Rate of Pay and Allowances.
	Daily.	Annual.	Daily.	Annual.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Table Money					
Flag Officers and Commodores of the First Class, Commanding in Chief on Foreign Stations	- - -	- - -	3 - -	1,095 - -	1,095 - -
Ditto - not serving under the Orders of a Senior Officer, and in Charge of a separate Station or Squadron	- - -	- - -	2 - -	730 - -	730 - -
Ditto - serving under the Orders of a Senior Officer	- - -	- - -	1 - -	365 - -	365 - -
Ditto - Superintending a Dockyard	- - -	- - -	1 10 - (Malta.)	547 10 -	547 10 -
Commodores, Second Class	- - -	- - -	- - -	- - -	- - -
Command Money					
Captains	First Class	1 10 -	547 10 -	From 5 - To 12 -	From 91 5 - To 219 - -
	Second Class	1 5 -	456 5 -	From 5 - To 12 -	From 91 5 - To 219 - -
	Third Class	1 - -	365 - -	From 5 - To 12 -	From 91 5 - To 219 - -
Commanders	In Command	- 16 6	301 2 6	- 2 6	45 12 6
	Under Captains, or in Coast Guard	- 16 6	301 2 6	- - -	- - -
Allowance					
Lieutenants	In Command	- 10 -	182 10 -	- 2 -	36 10 -
	Senior of Rated Ships and Troop Ships, without Commanders	- 11 -	200 15 -	- - -	- - -
	Senior of Ships with Commanders	- 10 -	182 10 -	- - -	- - -
	Commanders	- 10 -	182 10 -	- - -	- - -
	Gunnery Lieutenants	- 10 -	182 10 -	- 1 -	18 5 -
	All others	- 10 -	182 10 -	- - -	- - -
Sub-Lieutenants	- - -	- 3 8	66 18 4	- - -	- - -
Chief Warrant Officers	- - -	- - -	- - -	- - -	- - -
Warrant Officers	Sea Pay	1st Class	- 6 7	120 2 11	- - -
		2d Class	- 5 8	103 8 4	- - -
		3d Class	- 4 9	86 13 9	- - -
	Harbour Pay	1st Class	- 5 7	101 17 11	- - -
		2d Class	- 4 4	79 1 8	- - -
		3d Class	- 3 6	63 17 6	- - -
Inspectors of Machinery in Charge of Machinery of a Fleet	- - -	1 2 -	401 10 -	- - -	- - -
Ditto - Afloat	- - -	1 - -	365 - -	- - -	- - -
Paymasters	- - -	From 13 8 To 1 12 11	From 249 8 4 To 600 14 7	According to Class	
Assistant Paymasters in Charge; and when serving as Secretaries to Commodores, 2d Class	- - -	- 10 -	182 10 -	- - -	- - -
Assistant Paymasters	- - -	From 5 - To 7 -	From 91 5 - To 127 15 -	According to Service	
Naval Instructors	- - -	- 10 -	182 10 -	Above 15 Years' Service	
Chief Petty Officers	- - -	- 2 3	41 1 3	These Rates of Pay are exclusive of Tool Money to Carpenters' Mates, &c., Seamen Gunners' Pay, Badge Pay, &c.	
1st Class Petty Officers	- - -	- 2 -	36 10 -		
2d Class Petty Officers	- - -	- 1 10	33 9 2		

(A.)

Allowances, of the under-mentioned Executive Officers, Paymasters, Naval Instructors, &c., and Petty Officers for One Year, and also for Nine Months, of the Proposed Scheme.

SERVICE.	PROPOSED SCALE.					Cost of Proposed Scale for 12 Months.	Cost of Proposed Scale for 9 Months; viz., from 1 July 1864 to 31 March 1865.
	RATES of PAY, &c.						
	PAY.		ALLOWANCES.		Total Rate of Pay and Allowances.		
	Daily.	Annual.	Daily.	Annual.			
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£.	£.
Table Money							
Foreign Stations	-	-	4 10 -	1,642 10 -	1,642 10 -	3,285	2,464
-	-	-	3 - -	1,095 - -	1,095 - -	2,372	1,770
{ At Home	-	-	1 10 -	547 10 -	547 10 -		
{ Abroad	-	-	2 - -	730 - -	730 - -		
{ At Home	-	-	1 10 -	547 10 -	547 10 -		
{ Abroad	-	-	2 - -	730 - -	730 - -	2,007	1,505
{ At Home	-	-	- 10 -	182 10 -	182 10 -		
{ Abroad	-	-	1 - -	365 - -	365 - -		
Command Money							
{ In sea-going ships	1 12 11	600 14 7	{ From - 7 6	From 136 17 6	From 737 12 1	8,873	6,655
{ To - 18 -	-	-	{ To - 18 -	To 328 10 -	To 929 4 7		
{ In harbour ships	1 12 11	600 14 7	{ From - 5 -	From 91 5 -	From 691 19 7		
{ To - 12 -	-	-	{ To - 12 -	To 219 - -	To 819 14 7		
{ In sea-going ships	1 7 5	500 7 1	{ From - 7 6	From 136 17 6	From 637 4 7		
{ To - 18 -	-	-	{ To - 18 -	To 328 10 -	To 828 17 1		
{ In harbour ships	1 7 5	500 7 1	{ From - 5 -	From 91 5 -	From 591 12 1		
{ To - 12 -	-	-	{ To - 12 -	To 219 - -	To 719 7 1		
{ In sea-going ships	1 1 11	399 19 7	{ From - 7 6	From 136 17 6	From 536 17 1	15,028	11,271
{ To - 18 -	-	-	{ To - 18 -	To 328 10 -	To 728 9 7		
{ In harbour ships	1 1 11	399 19 7	{ From - 5 -	From 91 5 -	From 491 4 7		
{ To - 12 -	-	-	{ To - 12 -	To 219 - -	To 618 19 7		
{ In sea-going ships	1 - -	365 - -	- 3 9	68 8 9	433 8 9		
{ In harbour ships	1 - -	365 - -	- 2 6	45 12 6	410 12 6		
{ Under Captains, or in Coast Guard }	1 - -	365 - -	- - -	- - -	365 - -		
Allowance							
{ In sea-going ships	- 11 -	200 15 -	- 3 9	68 8 9	269 3 9	1,984	1,488
{ In harbour ships	- 11 -	200 15 -	- 2 6	45 12 6	246 7 6		
{ At Home and Abroad	- 10 -	182 10 -	- 2 6	45 12 6	228 2 6	3,184	2,388
- ditto	- 10 -	182 10 -	- 1 6	27 7 6	209 17 6		
- ditto	- 10 -	182 10 -	- 1 6	27 7 6	209 17 6	1,000	750
{ First Class	- 10 -	182 10 -	- 3 6	63 17 6	246 7 6		
{ Second Class	- 10 -	182 10 -	- 2 6	45 12 6	228 2 6		
{ Third Class	- 10 -	182 10 -	- 1 6	27 7 6	209 17 6		
{ At Home and Abroad	- - -	As at present.	- - -	- - -	- - -	7,944	5,958
- ditto	- 5 -	91 5 -	- - -	- - -	91 5 -		
- ditto	- 9 -	164 5 -	- - -	- - -	164 5 -		
- ditto	- 7 -	127 15 -	- - -	- - -	127 15 -		
- ditto	- 6 -	109 10 -	- - -	- - -	109 10 -		
- ditto	- 5 -	91 5 -	- - -	- - -	91 5 -		
- ditto	- 6 -	109 10 -	- - -	- - -	109 10 -		
- ditto	- 5 -	91 5 -	- - -	- - -	91 5 -		
- ditto	- 4 -	73 - -	- - -	- - -	73 - -	255	191
- ditto	1 4 -	438 - -	- - -	- - -	438 - -		
- ditto	1 2 -	401 10 -	- - -	- - -	401 10 -	3,663	2,747
- ditto	{ From - 13 8	From 249 8 4	- - -	According to Service	{ From 249 8 4		
- ditto	{ To 1 12 11	To 600 14 7	- - -	- - -	{ To 600 14 7	1,205	904
- ditto	- 11 6	209 17 6	- - -	- - -	209 17 6		
- ditto	{ From - 5 -	From 91 5 -	- - -	According to Service	{ From 91 5 -	2,336	1,752
- ditto	{ To - 9 -	To 164 5 -	- - -	- - -	{ To 164 5 -		
- ditto	- 13 -	237 5 -	- - -	Above 20 Years' Service	237 5 -	164	123
- ditto	- 11 6	209 17 6	- - -	Above 15 Years' Service	209 17 6		
- ditto	- 2 5	44 2 1	These Rates of Pay are exclusive of Tool Money to Carpenters' Mates, &c., Seamen Gunners' Pay, Badge Pay, &c.		44 2 1	17,392	13,044
- ditto	- 2 2	39 10 10			39 10 10		
- ditto	- 1 11	34 19 7			34 19 7		
TOTAL - - - £.						73,688	55,266

(B.)

EXPLANATORY STATEMENT of RESERVED and RETIRED PAY.

DESCRIPTION.	ESTIMATE for ONE YEAR.	REQUIRED for the NINE MONTHS ending the 31st March 1865.
	£.	£.
For the Extension of Naval Retirement; viz.:—		
For the Captains' List - - - - -	5,600	4,200
For the Commanders' List - - - - -	1,100	825
For increasing the Pay of Captains, from 20 s. to 25 s. a day, who arrive at the Head of the List for Pro- motion to be Rear Admirals on the Reserved List, under Order in Council, 1st August 1860:—Also, of those Captains placed on the Retired List, under the same Order in Council - - - - -	1,000	750
TOTAL - - - £.	7,700	5,775

NAVY.

SUPPLEMENTARY ESTIMATE

OF

HER MAJESTY'S NAVY,

FOR THE YEAR 1864-65.

(Presented to Parliament by Her Majesty's Command.)

Ordered, by The House of Commons, to be Printed,

13 May 1864.

294.

Under 1 oz.

N A V Y.

SUPPLEMENTARY ESTIMATE

OF

HER MAJESTY'S NAVY,

FOR THE YEAR 1864-65.

AN ESTIMATE of the Sum required to defray the CHARGES which shall come in course of Payment in the Year ending the 31st March 1865, under the following Head of the Annual Estimates; viz.:

VOTE No. 10.—NAVAL STORES for the Building, Repair and Outfit of the Fleet,
Steam Machinery, and Ships built by Contract.

SECTION II. — CONTROLLER OF THE NAVY.

For the Purchase and Completion by Contract, in accordance with the original Agreement, of the “El Tousson” and “El Monassir,” Iron-clad Ships - - - - - £. 220,000

The whole Charge amounts to the Sum of Two Hundred and Twenty
Thousand Pounds.

Admiralty, }
7 June 1864. }

SOMERSET.
HUGH CULLING CHILDERS.

NAVY.

SUPPLEMENTARY ESTIMATE

OF

HER MAJESTY'S NAVY,

FOR THE YEAR 1864-65.

VOTE No. 10.

(Presented to Parliament by Her Majesty's Command.)

*Ordered, by The House of Commons, to be Printed,
9 June 1864.*

NAVAL RECEIPT AND EXPENDITURE.

1862-63.

COPY of an ACCOUNT of the NAVAL RECEIPT and EXPENDITURE, for
the Year ended the 31st March 1863.

(Prepared in pursuance of Act 9 & 10 Vict. c. 92, s. 2.)

Ordered, by The House of Commons, to be Printed,
11 February 1864.

Copy of an ACCOUNT of the NAVAL RECEIPT and EXPENDITURE for the Year

The Surplus of 18,740 *l.* 16 *s.* 11 *d.* arising on the Supplementary Vote for the Year 1861-62 for "Victuals for Seamen and Marines," has been withdrawn from the Naval Balances at the Exchequer by the Lords of the Treasury, subsequently to the Account of Naval Receipt and Expenditure for that Year being rendered to the Audit Board, as signified by Mr. Hamilton's Letter of 17th April 1863, an attested Copy of which is annexed, instead of that Sum being surrendered out of the Vote of Credit for the China War, as stated in the Note on the Account; and there has been appropriated out of the Advance from the Vote of Credit for the China War in addition to the Sum of 901,534 *l.* 19 *s.* 2 *d.*, shown on the Naval Account for 1861-62, the further sum of 18,740 *l.* 16 *s.* 11 *d.* to cover the Excess of Expenditure incurred on account of the said War, beyond the Ordinary Grants for Naval Services, to the 31st March 1862, thus closing the Account in the Books of the Department, in the manner shown in the Treasury Minute of 3d February 1863, appended to the Detailed Account of Naval Receipt and Expenditure for 1861-62 (Parliamentary Paper, No. 387, 24th June 1863).

To AMOUNT GRANTED FOR NAVAL SERVICES FOR THE YEAR 1862-63, per Act 25 & 26 Vict. c. 71, under the following Heads: viz.						£.	s.	d.	£.	s.	d.
Vote No. 1.	Wages to Seamen and Marines	-	-	-	-	-	-	-	3,078,121	-	-
2.	Victuals for - ditto	-	-	-	-	-	-	-	1,362,093	-	-
3.	Admiralty Office	-	-	-	-	-	-	-	170,832	-	-
4.	Coast Guard Service, Royal Naval Coast Volunteers, and Royal Naval Reserve	-	-	-	-	-	-	-	297,602	-	-
5.	Scientific Branch	-	-	-	-	-	-	-	68,045	-	-
6.	Her Majesty's Establishments at Home	-	-	-	-	-	-	-	176,624	-	-
7.	Her Majesty's Establishments Abroad	-	-	-	-	-	-	-	33,610	-	-
8.	Wages to Artificers, &c., employed in Her Majesty's Establishments at Home	-	-	-	-	-	-	-	1,147,678	-	-
9.	Wages to Artificers, &c., employed in Her Majesty's Establishments Abroad	-	-	-	-	-	-	-	66,801	-	-
10.	{ Section I. Naval Stores for the Building, Repair, and Outfit of the Fleet Section II. Steam Machinery, and Ships built by Contract	-	-	-	-	-	-	-	1,744,184	-	-
		-	-	-	-	-	-	-	1,453,561	-	-
11.	New Works, Improvements and Repairs in the Yards, &c.	-	-	-	-	-	-	-	464,170	-	-
12.	Medicines and Medical Stores	-	-	-	-	-	-	-	66,000	-	-
13.	Miscellaneous Services	-	-	-	-	-	-	-	98,708	-	-
14.	Half Pay, Reserved Half Pay, and Retirement to Officers of the Navy and Royal Marines	-	-	-	-	-	-	-	702,308	-	-
15.	Military Pensions and Allowances	-	-	-	-	-	-	-	481,036	-	-
16.	Civil Pensions and Allowances	-	-	-	-	-	-	-	194,282	-	-
17.	Army Department (Conveyance of Troops)	-	-	-	-	-	-	-	188,650	-	-
									11,794,305		
To Amount appropriated out of the sum of 600,000 <i>l.</i> received on the 28th February 1863, as an advance from the Vote of Credit for the China War, to cover the Excess of Expenditure incurred on account of the said War, up to the 31st March 1863, beyond the Ordinary Grants for Naval Services to that date, under the Act 24 & 25 Vict. c. 103, s. 15, as authorised by Treasury Letter of the 26th November 1863									405,879 9 10		
									£.	12,200,184	9 10

Admiralty, }
30 November 1863. }

SUPPLEMENTARY STATEMENT (per Treasury Letter of 29 August 1860).

The increased Charge included under the several Votes of the above Account, which has arisen out of the Naval Operations consequent on the Hostilities in China, is 406,077 *l.* 8 *s.* 2 *d.*; viz.

Under Vote No. 11.	New Works, Improvements, and Repairs in the Yards, &c.	-	-	£.	s.	d.
		-	-	197	18	4
17.	Army Department (Conveyance of Troops)	-	-	405,879	9	10
TOTAL				£.	406,077	8 2

ended the 31st March 1863 ; prepared in pursuance of Act 9 & 10 Vict. c. 92, s. 2.

Votes.	Nos.		EXPENDITURE, in 1862-63.			GRANTS and Amount Appropriated out of Vote of Credit. *		
			£.	s.	d.	£.	s.	d.
		NAVY EFFECTIVE SERVICES :						
	1	BY Wages to Seamen and Marines - - - - -	3,193,842	10	9	3,078,121	-	-
	2	„ Victuals for - ditto - - - - -	1,078,740	8	10	1,362,093	-	-
	3	„ Admiralty Office - - - - -	168,038	1	6	170,832	-	-
	4	„ Coast Guard Service, Royal Naval Coast Volunteers, and Royal Naval Reserve -	270,077	8	11	297,602	-	-
	5	„ Scientific Branch - - - - -	74,269	17	7	68,045	-	-
	6	„ Her Majesty's Establishments at Home - - - - -	174,817	15	2	176,624	-	-
	7	„ Her Majesty's Establishments Abroad - - - - -	35,165	15	7	33,610	-	-
	8	„ Wages to Artificers, &c., employed in Her Majesty's Establishments at Home -	1,133,663	16	-	1,147,678	-	-
	9	„ Wages to Artificers, &c., employed in Her Majesty's Establishments Abroad -	70,513	17	1	66,801	-	-
	10	„ Section I. Naval Stores for the Building, Repair, and Outfit of the Fleet - -	1,946,526	8	9	1,744,184	-	-
		„ Section II. Steam Machinery and Ships built by Contract - - - - -	987,878	14	8	1,453,561	-	-
	11	„ New Works, Improvements and Repairs in the Yards, &c. - - - - -	421,413	10	6	464,170	-	-
	12	„ Medicines and Medical Stores - - - - -	66,684	19	4	66,000	-	-
	13	„ Miscellaneous Services - - - - -	107,896	2	2	98,708	-	-
		NAVY NON-EFFECTIVE SERVICES :						
	14	BY Half Pay, Reserved Half Pay, and Retirement to Officers of the Navy and Royal Marines - - - - -	694,912	-	8	702,308	-	-
	15	„ Military Pensions and Allowances - - - - -	468,884	4	5	481,036	-	-
	16	„ Civil Pensions and Allowances - - - - -	181,659	19	4	194,282	-	-
		SERVICE OF OTHER DEPARTMENTS :						
	17	BY Army Department (Conveyance of Troops) - - - - -	754,633	3	5	188,650 - - * 405,879 9 10		
			£.	11,829,618	14 8	11,794,305 - - * 405,879 9 10		
		BY Amount written off as Irrecoverable, being the Balances due from sundry persons - - - - -		168	2 11	-		
			£.	11,829,786	17 7	12,200,184 9 10		
		The Surplus Grants on Votes Nos. 2, 3, 4, 6, 8, 10 (Section II.), 11, 14, 15, and 16, amount to - - - - -	£.	870,100	-	-		
		The Deficiencies on Votes Nos. 1, 5, 7, 9, 10 (Section I.), 12, 13, and 17, and Balances Irrecoverable, amount to - - - - -		499,702	7 9	-		
		BY Balance of Votes unappropriated - - - - -		370,397	12 3	-		
			£.	12,200,184	9 10	12,200,184 9 10		

Vide Explanations of the causes of the excesses and surpluses on the other side.

(signed) J. Beeby,
Accountant General of the Navy.

Examined,
Charles Vine.

WE, the Commissioners for Auditing the Public Accounts, do hereby certify, that this Account, transmitted to us in pursuance of the 2d section of the Act 9 & 10 Vict. c. 92, has been examined by Officers under our direction; and that, subject to the observations contained in the accompanying Report to the Lords Commissioners of Her Majesty's Treasury, the above is a correct statement of the Naval Receipt and Expenditure for the year ended 31st March 1863, as compared with the Account Books and Vouchers, and other documents from which the Books are prepared.

Dated at the Audit Office, this 29th day of January 1864.

Edwd. Romilly.
Henry Arbuthnot.
R. Vaughan Davis.

Sir,

Treasury Chambers, 17 April 1863.

WITH reference to the letter from this Board, dated 6th January last, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the sum of 18,740*l.* 16*s.* 11*d.*, being the Unappropriated Balance of the Supplemental Vote for 1861-62 for Victuals for Seamen, &c., has been surrendered to the Exchequer out of the Navy Grant for the Year 1862-63, in accordance with the usual practice.

I am, &c.

The Secretary to the Admiralty,
&c. &c. &c.

(signed) *Geo. A. Hamilton.*

EXPLANATIONS of the CAUSES of the EXCESSES and SURPLUSES on the
preceding Account.

VOTE No. 1.

WAGES to SEAMEN, &c. (Excess) - - - £. 115,721 10 9

The excess of Expenditure under this Vote arises principally from more Ships having been paid off in the year than the average number of previous years, consequent upon the reduction of the Fleet, which causes payment of arrears of Wages due to the Men in those Ships.

VOTE No. 2.

VICTUALS for SEAMEN, &c. (Surplus) - - - £. 283,352 11 2

This surplus arises from the prices of fresh and salt meat being both considerably lower when the contracts were made than when the Estimates were framed; from smaller quantities of salt meat having been purchased, in consequence of the increased facilities for obtaining pork, and from the curing of beef at Deptford having rendered it unnecessary to keep so large a quantity in reserve as heretofore; also from a diminution of stock, both at Home and Abroad, in order that the Seamen may be provided with the newest possible provisions by bringing the articles into consumption at the earliest date.

VOTE No. 3.

ADMIRALTY OFFICE (Surplus) - - - £. 2,793 18 6

This surplus is occasioned by the provision taken under this Vote for Probationary Assistant Clerks for the Navy not being required, their pay having been charged against the Vote for Sea Wages (No. 1.), it having subsequently to the framing of the Estimates been determined to bear them on Ships' books while so employed; by less being required for the pay of the Assistant to the Director of Transports than was contemplated, and by the office of a Secretary to that officer not having been found necessary; and also by the Contingent Charges for the purchase of Stamps for Contracts, and for public advertisements having been less in amount than those upon which the Estimate was based.

VOTE No. 4.

COAST GUARD SERVICE, ROYAL NAVAL COAST VOLUNTEERS } £. 27,524 11 1
and ROYAL NAVAL RESERVE (Surplus) - - - - }

This surplus arises from the Expenditure for the Royal Naval Reserve being less than the Estimate, owing to the number of Men to whom annual retainers are paid on presentation for Drill being less in the earlier months of the year than that provided for, and from the retirement of civilians employed in the Coast Guard Establishment on shore, whose vacancies are filled up by persons borne on Ships' books, and paid under Vote No. 1.

VOTE No. 5.

SCIENTIFIC BRANCH (Excess) - - - - £. 6,224 17 7

This excess arises from unusually large requirements for Charts, both for Navy use and for sale, in which latter case the proceeds are paid over to the Exchequer; from the Naval Department having to bear the whole expense of the survey of the Colony of Tasmania, the Colony not having borne their moiety of the charge (it is to be observed that this survey has been discontinued in consequence); from larger payments on account of Chronometers than were anticipated, and from payment of arrears of salary, and expenses of a Botanist exploring the forests on the West Coast of Africa.

VOTE No. 6.

HER MAJESTY'S ESTABLISHMENTS AT HOME (Surplus) £. 1,806 4 10

This surplus is caused by the payments for salaries of the several Yard Officers and Clerks being less than those estimated, consequent upon the casualties arising from deaths and removals, and from a diminished Expenditure in respect of the Contingent Charges of the Yards generally.

VOTE No. 7.

HER MAJESTY'S ESTABLISHMENTS ABROAD (Excess) £. 1,555 15 7

This excess arises from an increase having been made to the Naval Establishment at Hong Kong, after the Estimates were framed, by the appointment of an Accountant, under Order in Council of 1st November 1862, and from casualties consequent upon removals on Stations abroad, together with additional Expenditure on account of temporary Clerical assistance, partly owing to the large Fleet on the North American and West Indian Stations.

VOTE No. 8.

WAGES, HER MAJESTY'S ESTABLISHMENTS AT HOME (Surplus) £. 14,014 4 -

This surplus is occasioned by fewer Men having been employed on the "Achilles," building at Chatham, in consequence of the difficulty of obtaining iron, and from the amount expended for hired Men, and extra pay to the Artificers, &c. of the Victualling Establishments having been less than voted, it having been found unnecessary to employ Men to the full extent contemplated when the Estimate was framed.

VOTE No. 9.

WAGES, HER MAJESTY'S ESTABLISHMENTS ABROAD (Excess) £. 3,712 17 1

The excess under this Vote arises from the increased employment of Workmen in the Dock-yards at Jamaica, Halifax, and Hong Kong, and of Artificers of the Fleets on the North American and West Indian, and the East India and China Stations, in order to meet the requirements of the Service.

VOTE No. 10 (Section I.)

NAVAL STORES, &c. (Excess) - - - - £. 202,342 8 9

This excess is occasioned mainly by the Expenditure on account of "Timber" having been larger than was anticipated when the Estimates for 1862-63 were framed, owing to the uncertainty in the time of arrival of Timber Cargoes. The above excess was provisionally incurred, with the understanding that the usual application for the Treasury sanction would be made, but through an oversight the formal Departmental Communication was not made. A further excess on account of "Coals" was occasioned by large purchases having been made on the East India and China Station, the necessity for which it was expected would have been avoided by the shipment of Coals from this country. The excess on the Vote, generally, is further increased by the estimated value of old copper, &c. returned into store from Ships broken up, having this year, for the first time, fallen as a charge on Vote No. 10, Naval Stores, &c. being paid over to the Exchequer as an extra receipt.

VOTE No. 10 (Section II.)

STEAM MACHINERY, SHIPS BUILT BY CONTRACT, &c. (Surplus) - £. 465,682 5 4

This surplus arises from the progress made by the Contractors for building Iron-cased Ships not having entitled them to the full payments estimated for; also from engines not being required for Ships, the building of which had been suspended, and from less having been required than was contemplated for experimental purposes.

VOTE No. 11.

NEW WORKS, IMPROVEMENTS, &c. (Surplus) - £. 42,756 9 6

This surplus has arisen upon various works provided for in the Estimates for the year which have not been completed within the year, consisting, in the main, of Dredging operations at Portsmouth, retarded on account of bad weather, works on docks and basins postponed to suit the convenience of the Service, and Naval Barracks at Keyham not commenced.

VOTE No. 12.

MEDICINES, &c. (Excess) - - - - - £. 684 19 4

This excess is caused by increased payments for Medical Attendance on Coast Guardmen when in sick quarters.

VOTE No. 13.

MISCELLANEOUS SERVICES (Excess) - - - £. 9,188 2 2

The excess under this Vote arises upon the charges for passages of Naval Officers and Seamen of the Fleet, chiefly in connection with the China Station.

VOTE No. 14. .

HALF PAY, &c. (Surplus) - - - - £. 7,395 19 4

This surplus is occasioned by a less number of officers being placed on Half-pay than was contemplated.

VOTE No. 15.

MILITARY PENSIONS, &c. (Surplus) - - £. 12,151 15 7

This surplus is occasioned by the deaths of Pensioners and from Pensions unclaimed.

VOTE No. 16.

CIVIL PENSIONS, &c. (Surplus) - - - - £. 12,622 - 8

This surplus arises from the same cause as explained under Vote No. 15.

VOTE No. 17.

ARMY DEPARTMENT (CONVEYANCE OF TROOPS), Excess, £. 160,103 13 7

This excess is occasioned by charges incurred owing to the outbreak in New Zealand, by increased Expenditure on account of the Reinforcements despatched to Canada, by repayment to War Office of Arrear Claims for prior years, and by increase of Freight of Stores from England to the large forces maintained in China and Canada. The extraordinary Expenditure of 405,879 *l.* 9 *s.* 10 *d.* occasioned by the settlement of the Claims of the Indian Government, for freight and provisions, consequent upon the late hostilities in China, has been defrayed out of the Vote of Credit for the China War, under Act 24 & 25 Vict. c. 103, s. 15, as authorised by Treasury Letter of 26th November 1863.

BALANCES IRRECOVERABLE - - - - £. 168 2 11

For the loss of Public Money in the wreck of Her Majesty's Ship "Orpheus," amount overpaid to a Contractor at Hong Kong for hire of cargo-boats, and money stolen from the Public Chest of Her Majesty's Ship "Vindictive."

The Treasury sanction was obtained to the above excesses upon Votes Nos. 5 and 17. As the excesses appearing upon the other Votes, excepting that on Section 1 of Vote No. 10, specially alluded to, could only be known upon the Account for the year being closed in the present month, the Treasury sanction for the approval of such was applied for as usual upon the transmission of the Abstract Account for the year to that Department, and which has been given in Treasury Letter of 30th November 1863.

N. B.—The temporary application of the sum of 499,702 *l.* 7 *s.* 9 *d.* out of the Surpluses under Votes Nos. 2, 3, 4, 6, 8, 10, (Section II.) 11, 14, 15, and 16, to cover the deficiencies on the Grants for the Services above-mentioned, has been sanctioned by Treasury Letter of 30th November 1863, with reference to the Provisions of the 26th Clause of the Act 25 & 26 Vict. c. 71.

(signed) *J. Beeby,*
Accountant General of the Navy.

M E M O R A N D U M.

THE Old Store and Extra Receipt Moneys for the Year 1862-63, amounting to 297,221 *l.* 3 *s.* 11 *d.* (as brought to account under the following detailed Heads), have been paid over to the Exchequer, in conformity with the Treasury Minute of 2 May 1848, instead of being appropriated, as heretofore, on the Navy Estimates.

HEADS OF OLD STORE AND EXTRA RECEIPT MONEYS.	Amount of Old Store Moneys.	Amount of Extra Receipts.	TOTAL.	Votes of the Navy Estimates under which formerly Appropriated.
	£. s. d.	£. s. d.	£. s. d.	
Old Seamen's Clothing, Marine Stores, &c. (Sales) -	9,907 13 5	- - -	18,364 6 7	No. 1.
Repayments for Marine Subsistence, &c. (Supplies) -	- - -	89 10 7		
Discharges of Seamen and Marines -	- - -	8,106 5 5		
Barrack Schools (Contributions towards Education) -	- - -	260 17 2		
£.	9,907 13 5	8,456 13 2		
Old Stores, Victualling (Sales) - - - -	26,279 13 4	- - -	26,279 13 4	No. 2.
Sale of Charts - - - -	- - -	4,665 9 8	5,292 - 9	No. 3.
Instruction of Marine Cadets - - - -	- - -	626 11 1		
Barrack Rents (Rents of Canteens and Shops) - -	- - -	210 2 9	210 2 9	No. 6.
Sale of Dockyard Brigade and Police Clothing - -	51 15 9	- - -	51 15 9	No. 8.
Old Stores, Naval (Sales) - - - -	49,273 7 3	- - -	178,321 18 11	No. 10.
Proceeds of the Sale of Old Ships - - - -	2,773 19 1	- - -		
Sale of Ships - - - -	- - -	70,203 18 -		
Per-centage on Cabin and Superintendents' Furniture, for its use - - - -	- - -	2,444 15 5		
Repayments, Naval (Supplies of Stores) - - - -	- - -	53,625 19 2		
£.	52,047 6 4	126,274 12 7		
Old Stores, Medical (Sales) - - - -	146 8 -	- - -	524 19 8	No. 12.
Repayments, Medical (Supplies of Stores) - - - -	- - -	378 11 8		
Penalties, Fines, &c. - - - -	- - -	4,409 3 5	10,962 11 7	No. 13.
Sale of Naval Property - - - -	- - -	44 6 6		
Rents of Naval Premises - - - -	- - -	6,171 6 2		
Per-centage on Port Admiral's Furniture, for its use -	- - -	290 7 3		
Miscellaneous Receipts - - - -	- - -	47 8 3		
Contributions from Naval Prize Fund - - - -	- - -	5,000 - -	5,000 - -	No. 15.
Old Stores, Army Service (Sales of Transport Stores) -	7,867 19 -	- - -	52,213 14 7	No. 17.
Repayments, Army Service (Victualling Troops on board Her Majesty's Ships, &c.) - - - -	- - -	44,345 15 7		
Old Store Moneys -	£. 96,300 15 10	200,920 8 1	£. 297,221 3 11	
Extra Receipts -	- - -			

Examined,
Charles Vine.

(signed) J. Beeby,
Accountant General of the Navy.

REPORT of the COMMISSIONERS OF AUDIT on the foregoing Account.

(No. 46.)

Audit Office, Somerset House, London, W. C.
29 January 1864.

My Lords,

WE have the honour to transmit the accompanying copy of the Account of the Receipt and Expenditure for Naval Services for the year ended 31st March 1863, forwarded to us by the Lords Commissioners of the Admiralty, in pursuance of the 2d section of the Act 9 & 10 Vict. c. 92, and examined by officers under our directions.

The total sum appropriated by the Act 25 & 26 Vict. c. 71, for Naval Services in the year 1862-63, was 11,794,305 *l.*, and the Total Expenditure in that year is shown by the accompanying Account to have been 11,829,786 *l.* 17 *s.* 7 *d.*

It will be perceived from this Account that the Expenditure under the following heads has exceeded the amount voted by the sum of 905,581 *l.* 17 *s.* 7 *d.*; viz.:—

Vote.	£.	s.	d.
1. Wages to Seamen - - - - -	115,721	10	9
5. Scientific Branch - - - - -	6,224	17	7
7. Establishments Abroad - - - - -	1,555	15	7
9. Wages Abroad - - - - -	3,712	17	1
10. (1st Section) Naval Stores - - - - -	202,342	8	9
12. Medicines, &c. - - - - -	684	19	4
13. Miscellaneous Services - - - - -	9,188	2	2
17. Army Department (Conveyance of Troops) - - - - -	565,983	3	5
Balances Irrecoverable - - - - -	168	2	11
	£.	905,581	17 7

And there is a surplus of 870,100 <i>l.</i> under other heads; viz.:—			
Vote.	£.	s.	d.
2. Victuals for Seamen and Marines - - - - -	283,352	11	2
3. Admiralty Office - - - - -	2,793	18	6
4. Coast Guard, &c. - - - - -	27,524	11	1
6. Establishments at Home - - - - -	1,806	4	10
8. Wages at Home - - - - -	14,014	4	—
10. (2d Section) Steam Machinery, and Ships built by Contract - - - - -	465,682	5	4
11. New Works and Repairs - - - - -	42,756	9	6
14. Half Pay - - - - -	7,395	19	4
15. Military Pensions - - - - -	12,151	15	7
16. Civil Pensions - - - - -	12,622	—	8
	£.	870,100	— —

£. 405,879 9 *s.* 10 *d.* of the deficiency of 565,983 *l.* 3 *s.* 5 *d.* on Vote No. 17, " Army Department, Conveyance of Troops," has been made good by your Lordships' directions out of the special Vote for Naval and Military Operations in China, thus reducing the deficiency of 905,581 *l.* 17 *s.* 7 *d.* to 499,702 *l.* 7 *s.* 9 *d.*, which latter sum has been temporarily defrayed, under your Lordships' authority, out of the surplus of 870,100 *l.* in accordance with the terms of the Act 25 & 26 Vict. c. 71, s. 26, and for which we apprehend that provision will have to be made by Parliament.

A statement of the foregoing differences between the estimated Amounts and the actual Expenditure will be found subjoined.

We

We have ascertained that the amount of old stores and extra receipt monies, as shown in the Memorandum attached to the Account, has been paid into the Exchequer, as follows:—

											£.	s.	d.
September 1862	-	-	-	-	-	-	-	-	-	-	46,425	18	8
December „	-	-	-	-	-	-	-	-	-	-	88,371	10	-
March 1863	-	-	-	-	-	-	-	-	-	-	102,181	9	10
June „	-	-	-	-	-	-	-	-	-	-	60,242	5	5
										£.	297,221	3	11

“ A new practice has been adopted by the Navy during the period of this Account, with respect to certain serviceable stores returned into store, viz., that of affixing to such stores a money value, debiting the Vote for stores with the same as a repurchase, and crediting the Exchequer with the amount as an extra receipt. This principle has been applied only to stores returned into store from ships broken up by the Admiralty at certain dockyards. The effect of this proceeding is that the Store Votes have been twice charged with such stores—once with the cost when originally purchased, and again with their value when returned into store; but the Exchequer receives a positive credit representing the value of such stores, instead of the surrender of such saving upon the Store Vote as might arise in consequence of the return into store of a quantity of serviceable stores.”

We beg leave to enclose a copy of a correspondence which has taken place respecting a charge raised against Vote 8, “ Wages, &c. Naval Yards at Home,” in respect of a payment of 560*l.* 5*s.* 2*d.* to Messrs. White, of Cowes, for shipwrights and joiners’ labour performed to the “ Egmont,” instead of against Vote 10, under which latter Vote the previous payments in respect of the fitting this vessel had been charged.

We beg leave to transmit a copy of the correspondence which has taken place respecting the practice of correcting in an open account, errors which had occurred in a closed account, and of inserting in an open account, charges which had come in course of payment in previous years.

The objection to this practice is, that it necessarily precludes an exact comparison being made between the Votes of a given year and the Expenditure chargeable to those Votes; for whilst sums which were expended in previous years are, under this practice, charged to the Vote of the current year, sums which are received during the current year in respect of over-payments or corrections of errors in previous years, instead of being paid into the Exchequer, are regarded as available in addition to the Grants of Parliament. We cannot but consider that the mode adopted by the War Office, under your Lordships’ sanction, during the year 1862–63, for adjusting errors in previous accounts, is more in accordance with the requirements of the Appropriation Act. Under that mode, all errors in previous accounts, whether credits or debits, are carried to a separate Account. If it should appear from that Account that, at the end of the year, the Receipts have exceeded the Payments, the balance would be payable into the Exchequer; and if it should appear that the Payments exceeded the Receipts, the balance would become the subject of an application to Parliament for a Supplemental Vote. We have thought it right to make these observations, although your Lordships, taking a different view of the subject, have directed that the practice hitherto acted upon by the Admiralty should be adhered to, and that the errors and omissions of previous years in the Accounts of both the War Office and Admiralty shall in future be corrected in the Accounts of the current year.

Certain questions which have arisen with reference to non-effective services remain for adjustment on the Audit of the Cash Account of the Paymaster General to which they relate.

In transmitting the accompanying Account, we beg to inclose copies of letters which have passed between this Board and the Admiralty respecting the amount of Expenditure relating to the year 1862–63, which has been omitted from the Account, either in consequence of accounts not having been received into office, or of their not having been examined and allowed when the books were closed.

We have, &c.
(signed) *Edward Romilly.*
Henry Arbuthnot.
R. Vaughan Davis.

The Lords Commissioners of
Her Majesty’s Treasury,
&c. &c. &c.

STATEMENT of the Amounts by which the NAVAL EXPENDITURE has fallen short of, or exceeded, the Sums Voted for the Year 1862-63.

Number of Vote.	HEADS OF SERVICE.	EXPENDED.					
		Less than Voted.			More than Voted.		
		£.	s.	d.	£.	s.	d.
1	Wages to Seamen and Marines - - - -	-	-	-	115,721	10	9
2	Victuals for ditto - - - - -	283,352	11	2	—		
3	Admiralty Office - - - - -	2,793	18	6	—		
4	Coast Guard, Royal Naval Reserve, &c. - - -	27,524	11	1	—		
5	Scientific Branch - - - - -	-	-	-	6,224	17	7
6	Establishments at Home - - - - -	1,806	4	10	—		
7	Establishments Abroad - - - - -	-	-	-	1,555	15	7
8	Wages at Home - - - - -	14,014	4	—	—		
9	Wages Abroad - - - - -	-	-	-	3,712	17	1
10	1st Section: Naval Stores - - - - -	-	-	-	202,342	8	9
10	2d Section: Steam Machinery, and Ships built by Contract - - - - -	465,682	5	4	—		
11	New Works and Repairs - - - - -	42,756	9	6	—		
12	Medicines and Medical Stores - - - - -	-	-	-	684	19	4
13	Miscellaneous Services - - - - -	-	-	-	9,188	2	2
14	Half Pay - - - - -	7,395	19	4	—		
15	Military Pensions and Allowances - - - -	12,151	15	7	—		
16	Civil Pensions and Allowances - - - - -	12,622	—	8	—		
17	Army Department: Conveyance of Troops - -	-	-	-	565,983	3	5
	Balances Irrecoverable - - - - -	-	-	-	168	2	11
		£.	870,100	—	905,581	17	7

My Lord,

Audit Office, 15 July 1863.

I AM directed by the Commissioners for Auditing the Public Accounts to call your attention to an entry in the Admiralty Books, whereby Vote No. 8, "Wages, &c., Naval Yards at Home," is debited with 560*l.* 5*s.* 2*d.* in respect of a payment to Messrs. White, of Cowes, for shipwrights and joiners' labour performed to the "Egmont," and to request that they may be informed if any special reasons for charging this sum to Vote 8, Wages, rather than to Vote 10, under which latter Vote the previous payments to Messrs. White in respect of the fitting this vessel had been charged.

I have, &c.
(signed) C. Macaulay,
Secretary.

The Secretary to the Admiralty.

Gentlemen,

Admiralty, 28 July 1863.

WITH reference to your letter of the 15th instant, I am commanded by My Lords Commissioners of the Admiralty to acquaint you that the "Egmont" was fitted as a store depôt ship, for service at Rio de Janeiro, by Mr. White at his docks at Cowes, and the bills for these works were charged to Vote No. 10, Naval Stores, &c., Sect. 1, under the head of "Ships repaired and fitted at other than Her Majesty's Yards;" Mr. White having executed everything required of him in strict accordance with his agreement, the ship was brought round to Portsmouth Dockyard for the necessary additions to be made by yard labour, as usual, to complete her for sea; but inasmuch as there was at the time no labour available in the yard for these works, it was considered advisable to obtain a sufficient number of artificers, &c., through the agency of Mr. White, rather than by the entry of men on the yard books. The lists of the work of the men so employed having been certified, payment was made to Mr. White on their behalf. The only difference therefore as respects the labour employed upon the "Egmont," and that upon any other vessel building or repairing at Portsmouth, is, that in the former case the artificers received their wages through the agency of Mr. White, instead of through the Accountant of the Dockyard, a difference which can in no way affect the principle of charging all wages expended for dockyard works to the labour Vote 8 in the Navy Estimates.

The Miscellaneous Bill referred to in your letter is a repayment to Mr. White for the amount of wages disbursed by him for the works in question; and, which, for the reasons above stated, has been charged to Vote 8, "Wages, Her Majesty's Establishments at Home," of the Navy Estimates.

The Commissioners of Audit,
Somerset House.

I am, &c.
(signed) *W. G. Romaine.*

Sir,

Audit Office, 31 July 1862.

THE attention of the Commissioners for Auditing the Public Accounts has been called to the following entries in the War Office Journal, to correct errors in personal accounts:—

Journal, March 1862, page 1,061, submitted No. 220A, East India

Government Dr. to Sundry Votes, 1861-62 - - - - £. 6,457 15 1

	£.	s.	d.
Pay - - - - - Vote 2 - - -	5,959	4	-
Additional Pay - - - - - „ - - -	3	8	6
Good Conduct Pay - - - - - „ - - -	306	4	3
Command Allowance - - - - - „ - - -	20	11	-
Contingent Allowance to Captains „ - - -	139	-	-
Hospital Expenditure - - - - - Vote 3 - - -	6	17	-
Regimental Postage and Stationery „ - - -	22	10	4

Journal, May 1862, page 84, submitted No. 297, Warrants Payable

Dr. to Fortifications, Vote 12, Part I, 1861-62 - - - - £. 2,800 - -

By these entries certain Votes are credited with the above sums on account of errors which occurred in previous years, when the corresponding Votes were erroneously debited, and in respect of which years the Accounts have been already closed and laid before Parliament.

The Commissioners have been led to reconsider the question of crediting Votes of a current year with sums which had been erroneously debited to Votes in a closed year; they are aware that the practice of so doing has hitherto been followed; but upon a careful review of the subject, they cannot but entertain serious doubts whether a credit to a vote of a current year, in respect of an erroneous debit in a closed year, has not the effect of increasing to that extent the grants of the current year, and whether it would not be more in accordance with a strict interpretation of the terms of the Appropriation Act, if the sums so credited were paid over to the Exchequer.

I have, &c.
(signed) *F. A. Hawker,*
for Secretary.

Captain Galton, R. E.,
War Office.

Sir,

War Office, 13 August 1862.

WITH reference to your letter of the 31st ultimo (No. 970), calling attention to entries in the books of this Office, whereby certain errors, which occurred in past years, have been credited to the Votes of the last open year, I am directed by Secretary Sir G. Lewis to acquaint you in reply, that the subject in question has been referred for the decision of the Lords Commissioners of Her Majesty's Treasury.

The Secretary, Audit Office.

I have, &c.
(signed) *Douglas Galton.*

Sir,

War Office, Pall Mall, S.W.,
26 September 1862.

WITH reference to your letter of the 31st July last, relative to certain entries in the War Office Journal, which it was found necessary to make for the purpose of adjusting personal accounts, I am directed by the Secretary Sir George Lewis to forward a copy of a letter received from the Lords Commissioners of Her Majesty's Treasury upon the same subject; and to acquaint you, that in conformity therewith an account has been opened in the Ledger, entitled, "Army Supplies prior Years," to which all debits and credits applicable to transactions like those brought under notice are to be recorded, and the balance thereon voted or surrendered in aid of Ways and Means according to circumstances.

I am to add, that the entries to which you called particular attention have been cancelled, and the items recorded agreeably with the Treasury decision.

I have, &c.
(signed) *E. Martiny,*

To the Secretary
to the Board of Audit, Somerset House.

For the Accountant General.

(Enclosure.)

Sir,

Treasury Chambers, 23 August 1862.

THE Lords Commissioners of Her Majesty's Treasury have had before them Captain Galton's letter of the 14th instant, enclosing copy of a Report from the Commissioners of Audit respecting the propriety of the record of certain credits to Votes Nos. 2, 3, and 12 for 1861-62, arising from charges raised against the Revenues of India for the year 1860-61, &c.; and their Lordships desire me to state, for the information of the Secretary of State for War, that the view stated in the Report of the Commissioners is in their opinion correct. Erroneous debits brought to account must, at the close of the Accounts of the year in which they are charged,* be met by a diminution of the amount carried to the Exchequer on account of Surplus Votes, in cases in which the Votes of Parliament exceed the aggregate expenditure, or by an addition to a Supplemental Estimate, when an excess has to be provided for.

* Qy. credited.

In either case, therefore, payments received in the succeeding year, in re-adjustment of erroneous debits, ought to be paid into the Exchequer.

Sir E. Lugard.

I am, &c.
(signed) *F. Peel.*

My Lord,

Audit Office, 14 October 1862.

I AM directed by the Commissioners for Auditing the Public Accounts to transmit herewith, for the information of the Lords of the Admiralty, copies of a correspondence which has recently taken place respecting the mode in which errors in closed Accounts of Army Expenditure are to be treated, it appearing to the Board that the decision of the Lords of the Treasury on the subject is equally applicable to Accounts of Naval Expenditure,

31 July 1862.
13 August 1862.
26 Sept. 1862.

The Secretary to the Admiralty,
&c. &c. &c.

I have, &c.
(signed) *C. Macaulay, Secretary.*

My Lords,

Audit Office, 24 November 1862.

WE have the honour to represent to your Lordships that in reply to a communication from this Office respecting the practice of crediting Votes of a current year with sums which had been erroneously debited to Votes in a closed year, the War Office have transmitted to us a letter (of which a copy is enclosed) explaining the mode in which the Secretary of State for War proposes to give effect to the directions contained in Mr. Peel's letter to Sir E. Lugard of the 23d August last (No. 12,540). As the principle involved in the cases referred to applies equally to other cases, where it has been the practice hitherto to include in current Accounts expenditure which had not strictly come in course of payment during the period of such Account, we are desirous of bringing these latter cases under your Lordships' notice.

They are as follows:—

Accounts which have not been received, or examined, and allowed in time to include them in the Account of the year to which they relate.

Disallowances removed subsequently to closing the Account in which the payments, if properly supported, would have been recorded.

Hitherto such transactions have been recorded against the Votes of the current year when the Accounts were allowed by the department.

It appears to us, however, that all such transactions should be treated similarly to those upon which your Lordships' directions have already been given to the War Office, and should your Lordships concur in this view, it will, we apprehend, be necessary that the transactions in question should be recorded in the new account which it will be seen from the enclosed letter the War Office proposed to establish under the designation of "Army Supplies, prior. Years."

The Lords of the Treasury,
&c. &c. &c.

We have, &c.
(signed) *Edward Romilly.*
W. L. Maberley.

Gentlemen,

Treasury Chambers, 10 January 1863.

WITH reference to your Report of the 24th November last, enclosing copy of a letter from the War Office respecting the practice of crediting Votes of a current year, with sums which had been erroneously debited to Votes in a closed year, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you that my Lords are disposed to concur in the course which you propose, but before expressing a final opinion, they would be glad to learn the arrangements followed at the Admiralty in similar cases, as it is desirable that uniform system should be adopted in both departments, their accounts being subject to the same enactments.

The Commissioners of Audit.

I am, &c.
(signed) *F. Peel.*

My Lords,

Audit Office, 14 January 1863.

WE have the honour to acknowledge the receipt of Mr. Peel's letter of the 10th instant, 17,288, respecting the practice of crediting Votes of a current year with sums which had been erroneously debited to Votes in a closed year; and in reply, beg to state that the arrangements followed at the Admiralty in similar cases are precisely similar to those which prevailed at the War Office previously to the date of your Lordship's communication to that Department of 23rd August 1862, (12,540).

The Lords Commissioners of
Her Majesty's Treasury,
&c. &c. &c.

We have, &c.
(signed) *Edward Romilly.*
W. L. Maberley.

Gentlemen,

Treasury Chambers, 7 September 1863.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to transmit herewith, with reference to your Report No. 9, of 14th January last, and previous correspondence, copy of a letter from the Admiralty, dated 10th July last, on the subject of crediting Votes with receipts and expenditure relating to closed accounts; and I am to acquaint you that the reasons assigned by the Board of Admiralty seem to my Lords, after full consideration, to be conclusive in favour of adherence to the practice heretofore observed in the Naval Departments relating to the adjustment of inaccuracies in closed accounts, and they are of opinion that the same course should be followed in the War Office.

The suggestion in the Admiralty Letter for attaching an explanatory Memorandum to the Account of Receipt and Expenditure might, however, be adopted with advantage in both departments.

The Commissioners of Audit.

I am, &c.
(signed) *F. Peel.*

(Enclosure.)

Sir,

Admiralty, 10 July 1863.

In reply to your Letter of the 26th ultimo, No. 774, and its enclosures, desiring to be favoured with the opinion of my Lords Commissioners of the Admiralty on the subject of crediting Votes with receipts and expenditures relating to the closed Accounts, I am commanded to acquaint you that it has always been the practice with respect to the Accounts of Naval Receipt and Expenditure, when any inaccurate charge or credit has been discovered in the accounts of a year subsequently to its being closed, to rectify as far as practicable, such inaccuracy by carrying to the correct head in the last unclosed year, the amount inaccurately brought to account.

This practice possesses the advantage of compensating, as it were, for any inaccurate charge or credit in any given year, by presenting in a series of years an accurate account of the amount of Naval Receipt and Expenditure.

It is also considered that this mode of settlement is more correct than that approved in Treasury Letter of 23d August 1862, of voting or paying into the Exchequer the balance of sums debited and credited in the succeeding year on re-adjustment of errors, inasmuch that whilst following the existing Admiralty practice an accurate record is preserved of departmental expenditure; at the same time the Exchequer essentially receives the benefit or otherwise of the adjustment by a corresponding diminution of the demands for the year's services in which the credit has been given or the contrariwise, if a charge.

Moreover, according to the War Office practice, the records of expenditure or credits, will, it is conceived, appear as memoranda showing only the difference of the amount of the several transactions on the face of the Parliamentary Annual Account, by which course expenditure will be excluded from the cash transactions of the Parliamentary Accounts, and it is considered so far to be inconsistent with the Appropriation Act of the year, which requires that the expenditure shall be shown under the heads prescribed by that Act.

For these reasons, my Lords would urge that the established practice which has been followed in this department since the present system of accounts in 1832 may not be disturbed.

If, however, it should be deemed desirable to attach by way of explanatory memorandum to the Parliamentary Naval Account of Receipt and Expenditure for each year, a statement showing the cash transactions relating to years for which the accounts have been closed, but which have been adjusted or brought to account within the year of the account, with the view of approximating to a more literal compliance with the Appropriation Act of the year as at present worded, my Lords see no objection upon principle to the adoption of such a course.

The Secretary of the Treasury.

I am, &c.
(signed) *C. Paget.*

My Lord,

Audit Office, 2 December 1863.

I AM directed by the Commissioners for auditing the Public Accounts with reference to the Account of Naval Receipt and Expenditure for the year 1862-63, transmitted in Mr. Romaine's letter of the 30th ultimo, to request that this Board may be furnished with a statement of the number and amount of the Accounts relating to the year 1862-63 received in office which have not been examined, and included in the account rendered for that year; also a statement of the Accounts which had not been received in office when the Account for the year 1862-63 was closed.

The Secretary to the Admiralty.

I have, &c.
(signed) *C. Macaulay, Secretary.*

Gentlemen,

Admiralty, 9 January 1864.

IN reply to your letter of the 2d ultimo, requesting to be furnished with certain information with reference to the Account of Naval Receipt and Expenditure for the year 1862-63, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that all the cash accounts (4,335 in number) of naval accountants for the year in question received in office have been examined and the expenditure amounting to Five millions Two hundred and forty-one thousand Five hundred and seventy-eight pounds Sixteen shillings and Two-pence included in the Parliamentary Account for that year; and that the following is a statement of the only accounts which had not been received in office when the Account for the year 1862-63 was closed:—

£. 5,241,578. 16. 2.

Accounts from Her Majesty's Ships.	Period.	Amount.
		£. s. d.
Cockchafer - - - -	4 December 1862 to 31 March 1863 -	2,025 17 5
Grappler - - - -	1 June 1862 to 30 June 1862 - -	163 - 11
Firebrand - - - -	1 November 1862 to 12 November 1862	124 2 1
Nereus - - - -	1 April 1862 to 28 February 1863 -	1,176 - -
Snap - - - -	1 April 1862 to 30 April 1862 - -}	1,507 5 10
„ - - - -	1 August 1862 to 31 March 1863 -}	
	£.	4,996 6 3

My Lords desire me further to acquaint you that every endeavour has been made to obtain the Accounts in question in time to be included in the Account of the year to which they relate, but without effect.

The Commissioners for auditing Public Accounts.

I am, &c.
(signed) C. Paget.

NAVAL RECEIPT AND EXPENDITURE.

1862-63.

COPY of an ACCOUNT of the NAVAL RECEIPT
and EXPENDITURE, for the Year ended the
31st March 1863.

(Prepared in pursuance of Act 9 § 10 Vict. c. 92, s. 2.)

*Ordered, by The House of Commons, to be Printed,
11 February 1864.*

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N A V Y.

1862-63.

STATEMENT of the SAVINGS and DEFICIENCIES upon the GRANTS for NAVY SERVICES, in the Year ended the 31st day of March 1863; showing all cases in which the Navy Department has obtained the sanction of the Treasury to Expenditure not provided for in the Grants for that Year, together with Copies of the Representations made to the Treasury by the Board of Admiralty.

(PRESENTED PURSUANT TO ACT 25 & 26 VICT. c. 71, s. 26.)

Ordered, by The House of Commons, to be Printed,
12 February 1864.

N A V Y.

STATEMENT of the SAVINGS and DEFICIENCIES upon the GRANTS for NAVY SERVICES, for the Year ended 31st March 1863.

GENERAL STATEMENT of the SUMS EXPENDED, compared with the SUMS GRANTED, under the following VOTES, for NAVY SERVICES, in the Year ended 31st March 1863, showing the SAVING or DEFICIENCY upon each General Vote.

No. of Vote.	TITLE OF VOTE.	EXPENDITURE, 1862-63.	GRANTS and AMOUNT appropriated out of Vote of Credit.*	SAVINGS.	DEFICIENCIES.	Reference to Explanatory Statement.
		£. s. d.	£. s. d.	£. s. d.	£. s. d.	Page.
NAVY EFFECTIVE SERVICES:						
1	Wages to Seamen and Marines - - -	3,193,842 10 9	3,078,121 - -	- - -	115,721 10 9	6
2	Victuals for - ditto - - -	1,078,740 8 10	1,362,093 - -	283,352 11 2	- - -	8
3	Admiralty Office - - -	163,038 1 6	170,832 - -	2,793 18 6	- - -	8
4	Coast Guard Service, Royal Naval Coast Volunteers, and Royal Naval Reserve	270,077 8 11	297,602 - -	27,524 11 1	- - -	10
5	Scientific Branch - - -	74,269 17 7	68,045 - -	- - -	6,224 17 7	10
6	Her Majesty's Establishments at Home -	174,817 15 2	176,624 - -	1,806 4 10	- - -	14
7	Her Majesty's Establishments Abroad -	35,165 15 7	33,610 - -	- - -	1,555 15 7	14
8	Wages to Artificers, &c. employed in Her Majesty's Establishments at Home	1,133,663 16 -	1,147,678 - -	14,014 4 -	- - -	16
9	Wages to Artificers, &c. employed in Her Majesty's Establishments Abroad	70,513 17 1	66,801 - -	- - -	3,712 17 1	18
10	Sect. I. Naval Stores for the Building, Repair, and Outfit of the Fleet - - -	1,946,526 8 9	1,744,184 - -	- - -	202,342 8 9	18
	Sect. II. Steam Machinery, and Ships built by contract - - -	987,878 14 8	1,453,561 - -	465,682 5 4	- - -	20
11	New Works, Improvements, and Repairs in the Yards, &c. - - -	421,413 10 6	464,170 - -	42,756 9 6	- - -	22
12	Medicines and Medical Stores - - -	66,684 19 4	66,000 - -	- - -	684 19 4	36
13	Miscellaneous Services - - -	107,896 2 2	98,708 - -	- - -	9,188 2 2	36
NAVY NON-EFFECTIVE SERVICES:						
14	Half-Pay, Reserved Half-Pay, and Re- tirement to Officers of the Navy and Royal Marines - - -	694,912 - 8	702,308 - -	7,395 19 4	- - -	38
15	Military Pensions and Allowances - -	468,884 4 5	481,036 - -	12,151 15 7	- - -	38
16	Civil Pensions and Allowances - - -	181,659 19 4	194,282 - -	12,622 - 8	- - -	40
SERVICE OF OTHER DEPARTMENTS:						
17	Army Department (Conveyance of Troops)	754,633 3 5	188,650 - - * 405,879 9 10	- - -	160,103 13 7	42
		£. 11,829,618 14 8	11,794,305 - - * 405,879 9 10	870,100 - -	499,534 4 10	
	Amount written off as irrecoverable; viz.:- Money lost in the wreck of Her Majesty's ship "Orpheus"; Amount overpaid to a Contractor at Hong Kong for hire of Cargo Boats; and Money stolen from the Public Chest of Her Majesty's ship "Vindictive" - - -	168 2 11	- - -	- - -	168 2 11	44
	TOTALS - - -	£. 11,829,786 17 7	12,200,184 9 10			
TOTAL SAVINGS - - -				£. 870,100 - -		
TOTAL DEFICIENCIES - - -					£. 499,702 7 9	

The Treasury sanction was obtained to the Excesses on Votes 5 and 17. As the Excesses appearing upon the other Votes, excepting that on Section I. of Vote No. 10, specially alluded to, could only be known upon the Account for the Year being closed in November 1863, the Treasury sanction for the approval of such was applied for as usual upon the transmission of the Abstract Account for the Year to that Department, and which has been given in Treasury Letter of 30th November 1863.

The temporary application of the Sum of 499,702*l.* 7*s.* 9*d.* out of the Surpluses under Votes No. 2, 3, 4, 6, 8, 10 (Sect. II.), 11, 14, 15, and 16, to cover the Deficiencies on the Grants under Votes 1, 5, 7, 9, 10 (Sect. I.), 12, 13, 17, and Balances Irrecoverable, has been sanctioned by Treasury Letter of 30th November 1863, with reference to the provisions of the 26th clause of the Act 25 & 26 Vict. c. 71.

Copies of Applications made to the Treasury, and of Treasury Replies, appended.

Admiralty,
20 January 1864.

J. Beeby,
Accountant General of the Navy.

Sir,

Admiralty, 23 November 1863.

I AM to request you will state to the Lords Commissioners of Her Majesty's Treasury, that a doubt has arisen as to the course to be followed in the preparation of the Naval Account for the year 1862-63, with respect to surplus and deficient grants.

In making up the amount of expenditure under the several Votes, the gross excess of expenditure under one of the Votes, includes payments made for expenses consequent on the Naval operations in China, for which the Vote of Credit taken under Act 24 & 25 Vict. c. 103, s. 15, was intended to provide. In former years surpluses unexpended on other Naval Votes have been taken in reduction of the claim on the Vote of Credit; but inasmuch as the intention of the new regulations laid down in the Appropriation Act for 1862-63 (25 & 26 Vict. c. 71, s. 26), and the Treasury Minute of 27th January last, appears to be that surpluses upon the ordinary grants should be surrendered to the Exchequer, my Lords request to be informed whether the debit to be raised in the Naval Department against the Vote of Credit should be for the gross excess of expenditure under each Naval Vote, caused by the operations in China, in which case the savings to be surrendered to the Exchequer will be the gross surplus beyond the ordinary expenditure under each of the Naval Votes.

As the Naval Account for the year 1862-63 must, according to the Act, be sent to the Commissioners of Audit before the 30th instant, my Lords request to be furnished with the decision of the Treasury before that date.

The Secretary of the Treasury.

I am, &c.
(signed) *W. G. Romaine.*

Sir,

Admiralty, 26 November 1863.

I AM commanded by the Lords Commissioners of the Admiralty to transmit to you the enclosed Abstract of the Account of Naval Receipt and Expenditure for the year 1862-63, showing the surplus and excess upon each Vote, accompanied by explanations of the causes of such surpluses and excesses; and I am to request that you will move the Lords Commissioners of the Treasury to furnish the Naval Department with the authority required by the Act 25 & 26 Vict. c. 71, s. 26, for temporarily appropriating the whole or so much of the surplus appearing on Votes Nos. 2, 3, 4, 6, 8, 10 (sec. II), 11, 14, 15, and 16, amounting in the aggregate to 870,100 *l.*, as may be necessary to cover the deficiencies arising on the other Votes, and the sum of 168 *l.* 2s. 11*d.* written off as Balances Irrecoverable, the amount of which deficiency is dependent on the course that may be directed to be pursued in regard to the sum to be appropriated out of the Vote of Credit for China, which question was referred to the Lords of the Treasury on the 23d instant. Should their Lordships decide that the whole expenditure on account of China in excess of the ordinary grants for each Vote, which, under Vote No. 17, Transport Service, amounts to 405,879 *l.* 9s. 10*d.*, may, under the Appropriation Act of 1862, be debited to the Credit-in-Aid, the net deficiency which it will then be necessary to cover out of the surplus of 870,100 *l.* will amount to the sum of 499,702 *l.* 7s. 9*d.*, leaving a net surplus on Navy Votes available as Ways and Means of 370,397 *l.* 12s. 3*d.*; but should the course pursued in former years of debiting the Credit-in-Aid with only so much of the amount by which the China Expedition has exceeded the aggregate ordinary Votes of the Navy be followed on the present occasion, then in addition to the temporary appropriation of the whole surplus of 870,100 *l.* it will be necessary to debit the Credit-in-Aid with 35,481 *l.* 17s. 7*d.*, in order to cover the Excess of Expenditure over Grants.

I am to state that the detailed account, with explanations of the cause of surpluses and excesses in the form prescribed by the Treasury Minute of January last, will be transmitted to the Treasury as early as possible in the ensuing month.

The Secretary of the Treasury.

I am, &c.
(signed) *C. Paget.*

P. S.—I am directed by their Lordships also to observe, that while the excess on Section I, Vote 10, was provisionally incurred, with the understanding that the usual formal Treasury sanction could be obtained, yet they have to express their regret that through an oversight, the formal departmental communication was omitted to be made.

C. P.

Sir,

Treasury Chambers, 26 November 1863.

THE Lords Commissioners of Her Majesty's Treasury having had before them your letter of the 23d instant relative to the course to be followed in the preparation of the Naval Account for 1862-63, with respect to surplus and deficient grants, particularly as regards payments made for expenses consequent on the Naval Operations in China, for which the Vote of Credit taken under Act 24 & 25 Vict. c. 103, s. 15, was intended to provide, I am directed by their Lordships to acquaint you, for the information of the Lords Commissioners of the Admiralty, that as under the new clause of the Appropriation Act surpluses on any Votes must be surrendered to the Exchequer, they cannot consistently with that regulation be applied in diminution of the charge to the Vote of Credit.

The debit to be raised in the Naval Department against the Vote of Credit should therefore be for the gross excess of Expenditure under each Naval Vote caused by the operations in China.

The Secretary to the Admiralty.

I am, &c.
(signed) *F. Peel.*

Sir,

Admiralty, 28 November 1863.

THE Lords Commissioners of Her Majesty's Treasury having determined that the amount required to meet the excess of expenditure arising under Vote No. 17 (Navy Estimates, 1862-63) must be appropriated out of the Vote of Credit for the China War, thereby reducing the excess of expenditure on that Vote shown in the abstract account forwarded in my letter of the 26th instant from 565,983 *l.* 3 *s.* 5 *d.* to 160,103 *l.* 13 *s.* 7 *d.* I am commanded by my Lords Commissioners of the Admiralty to transmit to you a revised abstract account with modified explanations, which their request may be substituted for the account and explanation previously forwarded.

Secretary to the Treasury.

I am, &c.
(signed) C. Pennell, pro Sec.

Sir,

Treasury Chambers, 30 November 1863.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Lords Commissioners of the Admiralty, that my Lords have had under their consideration the Abstract of Account of Naval Receipt and Expenditure for the year 1862-63, forwarded in Mr. Pennell's letter of the 28th instant, from which it appears that an excess of expenditure has been incurred, amounting to 499,702 *l.* 7 *s.* 9 *d.* on account of the Navy Grants of the year 1862-63, Nos. 1, 5, 7, 9, 10 (sec. I), 12, 13, and 17, and on account of sums written off as irrecoverable, while upon the remaining Votes for the Navy for the same year there is an aggregate surplus of 870,100 *l.*, and in pursuance of the authority granted by the 26th section of the Act 25 & 26 Vict. c. 71, my Lords are pleased to authorize their Lordships of the Admiralty to include the said sum of 499,702 *l.* 7 *s.* 9 *d.* in the Naval Account of Receipt and Expenditure for 1862-63, prepared under the provisions of the Act 9 & 10 Vict. c. 92, as a charge temporarily defrayed out of the said surplus Grants, on the understanding that the said deficiencies shall be submitted to Parliament in conformity with the instructions contained in the Treasury Minute of 27th January 1863.

I am at the same time to observe that my Lords are satisfied with the explanations afforded regarding the excesses over the Grants Nos. 1, 5, 7, 9, 12, 13, and 17, as having been incurred under circumstances which could not have been foreseen, or the effect of which upon the Votes could not have been ascertained until the Account of Receipt and Expenditure was made up. With respect to the excess on Vote 10, sec. I, my Lords, observing the explanation afforded by the Board of Admiralty, have to express their hope that on any future occasion of similar requirements for expenditure exceeding the Grant of Parliament the provisions of the 26th section of the Appropriation Act will be strictly complied with.

I am desired to add that when Parliament shall have passed the Votes required for making good the said sum of 499,702 *l.* 7 *s.* 9 *d.* my Lords will issue the necessary directions for withdrawing the gross surplus of 870,100 *l.* from the available balance of Navy Grants in the Exchequer.

The Secretary to the Admiralty.

I am, &c.
(signed) Geo. A. Hamilton.

(17049/63—1188—693.)

Sir,

Treasury Chambers, 3 February 1864.

WITH reference to the letters of this Board of the 30th November last and the 25th ultimo, respecting the Abstract of Naval Receipt and Expenditure for the year ended 31st March 1863, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Lords Commissioners of the Admiralty, that on further consideration of the 26th section of the Act of 25 & 26 Vict. c. 71, my Lords observe that a statement of all cases in which the Naval and Military Departments shall have obtained the sanction of this Board to any expenditure not provided for in the respective Votes granted by the Act is required to be laid before Parliament, "in order that such proceedings may be submitted for the sanction of Parliament, and that provision may be made for the deficiencies upon the several Votes for the said Services in such manner as Parliament shall determine."

As the present is the first occasion on which an Abstract of the character described will be submitted to Parliament, it appears to my Lords that it will not be right to anticipate the decision of Parliament as to the manner in which deficiencies upon Votes shall be provided for.

Their Lordships are therefore of opinion that the form of account approved of should be amended by the omission of the words "to be surrendered," in the summary of Savings which have occurred on various Votes, and of the words "to be voted," in the summary of deficiencies of other Votes.

The Secretary of the Admiralty,
&c. &c. &c.

I am, &c.
(signed) F. Peel.

EXPLANATORY STATEMENT of the SUMS EXPENDED, "More or Less" than the SUMS ESTIMATED, together with the Causes of Variation between

HEADS OF SERVICE.	EXPENDITURE,		ESTIMATE,		EXPENDITURE			
	1862-63.		1862-63.		Less than Estimate.		More than Estimate.	
VOTE No. 1.								
WAGES TO SEAMEN AND MARINES:	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
Wages to Seamen and Marines Afloat - - -	2,481,429	12 9	2,363,437 - - For Seamen.	- -	- -	- -	55,749	5 4
Apprehension of Deserters - - - - -	5,705	3 10						
Seamen's Clothing, Soap, and Tobacco - - -	* 300,525	8 9	122,217 - - 3,000 - -	- -	- -	- -	- -	- -
£.	2,787,660	5 4						
* The difference between the gross amount paid for Seamen's Clothing, and the net charge as provided for, has been more than met by the Sum of 197,000 L. having been deducted from the full Wages of the Men, in repayment of the Clothing issued to them.								
Subsistence of Commissioned and Staff Officers, R.M., on Shore - - - - -	61,776	3 -	218,432 - - 9,000 - -	- -	- -	- -	53,459	15 8
Subsistence of Non-Commissioned Officers and Privates, R.M., on Shore - - - - -	217,464	10 10						
Salaries, Marine Service - - - - -	1,651	1 10	† 227,432 - -	- -	- -	- -	- -	- -
£.	280,891	15 8						
† Together, 473,689 L., shown in Estimate for Marine Service Afloat and on Shore, as the following Items:—449,256 L., 12,433 L., 9,000 L., and 3,000 L.								
Field Allowances to Naval and Marine Officers, &c. -	1,714	15 10	-	-	-	-	1,714	15 10
Marine Clothing and Accoutrements - - -	40,747	- 3	40,000 - -	- -	- -	- -	7,315	17 -
Allowances in lieu of Marine Clothing - - -	6,568	16 9						
Marine Necessaries - - - - -	5,089	6 3	9,478	- -	3,488	13 9	-	-
Marine Barrack Stores - - - - -	17,155	13 6	10,600	- -	-	-	6,555	13 6
Recruiting Expenses, Royal Marines - - -	9,219	12 6	18,500	- -	9,280	7 6	-	-
Prizes for Good Shooting - - - - -	422	- 11	1,200	- -	777	19 1	-	-
Contingent Charges, Marine Military Train and Battery, Mexico - - - - -	218	2 9	-	-	-	-	218	2 9
Contingencies, Marine Service - - - - -	44,398	12 6	34,000	- -	-	-	10,398	12 6
Abate Credit, Bounty to Seamen - - - - -	3,194,986	2 3	3,073,121	- -	13,547	- 4	135,412	2 7
	1,143	11 6	5,000	- -	6,143	11 6	-	-
	3,193,842	10 9	3,078,121	- -	19,690	11 10	135,412	2 7
Deficiency - - -	£. 115,721 10 9		£. 115,721 10 9					

under each of the Subdivisions of the VOTES included in the foregoing Statement, the EXPENDITURE and the ESTIMATE.

CAUSES OF VARIATION.

Excess: arising from more Ships having been paid off in the Year than the average Number of previous Years, consequent upon the reduction of the Fleet, which caused Payment of Arrears of Wages to the Men in those Ships; and is to be thus further explained: the Estimate for Wages is for Wages in Gross; the Estimate for Clothing is for the Net Amount for which provision had to be made, allowing for anticipated Receipts out of the Gross Total of Wages; the actual Gross Total of Expenditure on Wages is what appears under that Head, plus 197,000 *l.* deducted for Clothing issued to Seamen. The Gross Excess, therefore, for Wages, is 77,440 *l.* But this excess has been reduced on the other hand to the Amount named, in consequence of the difference between the Gross Payments and the Receipts for Clothing being 22,697 *l.* less than the Estimate.

Excess: caused by the proportion of Marines serving on Shore, and receiving Subsistence (Shore Pay) instead of Sea Wages, being greater than was provided for when the Estimate was framed.

Excess: occasioned by Payments to Officers, &c. serving on Shore at Shanghai, Mexico, and India, for which no Amount was Voted in the Navy Estimates, the Expenditure being unforeseen.

Excess: occasioned by more having been paid for Marine Clothing than was provided for when the Estimate was framed, in consequence of a greater proportion of the Royal Marines having served on Shore than was provided for, also by Arrear War Office Claims for Payments for Supplies to Marines serving on Shore Abroad.

Surplus: arising from the actual repayments by Marines for Necessaries issued to them having exceeded the Estimate, which was based upon the average Receipts for the three preceding Years.

Excess: arising from a larger proportion of Marines having served on Shore than was provided for in the Estimate, also from the Estimate having been based on the Expenditure for the three previous years, when the number of Men serving on Shore was considerably less.

Surplus: occasioned by it not having been found necessary to recruit for the Marine Service to the full extent contemplated when the Estimate was framed.

Surplus: occasioned by less having been paid as Prizes to Third Class Marksmen than was provided for when the Estimate was framed, based on a Per-centage Rate on the Number of Men.

Excess: arising from Payments on Account of the Temporary Marine Infirmary in Mexico, not provided for in the Navy Estimates, the Expenditure being unforeseen.

Excess: arising principally from the Expenditure under the Head of "Excess Cost of Bread and Meat above the 4 $\frac{1}{2}$ *d.* a day contributed by the Marines as the fixed cost of the Compound Ration" having been much increased by the large proportion of Marines serving on Shore.

This Credit arises from the Re-payments of Bounty by Seamen who have purchased their Discharge from the Service having exceeded the Expenditure under that Head.

EXPLANATORY STATEMENT of the Sums Expended, " More or Less " than those Estimated, under each of

HEADS OF SERVICE.	EXPENDITURE, 1862-63.			ESTIMATE, 1862-63.			EXPENDITURE									
							Less than Estimate.			More than Estimate.						
VOTE No. 2.																
VICTUALS FOR SEAMEN AND MARINES:				£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	
Provisions received under Contract - - -				382,025	19	-	-	-	-	-	-	-	-	-	-	-
Victualling Stores received under Contract - -				94,737	5	8	-	-	-	-	-	-	-	-	-	-
Lighterage, &c., on Provisions, &c. - - -				4,431	15	9	-	-	-	-	-	-	-	-	-	-
Provisions and Victualling Stores purchased and repaired - - - - -				287,925	2	4	-	-	-	-	-	-	-	-	-	-
Provisions and Victualling Stores supplied by other Departments - - - - -				31,633	15	5	-	-	-	-	-	-	-	-	-	-
Necessary Money (Allowance in lieu of Lights and Fuel to Persons in Yard Service Afloat) - -				591	-	11	-	-	-	-	-	-	-	-	-	-
Savings (Payments for Provisions not taken up) -				178,853	14	8	-	-	-	-	-	-	-	-	-	-
Allowances to Masters of Yard Craft for charge and issue of Provisions - - - - -				130	8	10	-	-	-	-	-	-	-	-	-	-
Allowances in lieu of Provisions, Fuel, Lamps, &c. -				168,280	6	4	-	-	-	-	-	-	-	-	-	-
Officers' Mess Traps - - - - -				6,678	11	7	-	-	-	-	-	-	-	-	-	-
Issues for the Victualling Service (for Supplies from other Branches of the Naval Department) - -				20,638	1	6	-	-	-	-	-	-	-	-	-	-
Abate,—				£.	1,175,926	2	-	-	-	-	-	-	-	-	-	-
Amount of Issues on account of other Branches of the Naval Service, other Departments, &c. - -				119,507	15	6	-	-	-	-	-	-	-	-	-	-
				1,056,418	6	6	1,342,093	-	-	285,674	13	6	-	-	-	-
Freight of Provisions and Victualling Stores - -				22,322	2	4	20,000	-	-	-	-	-	2,322	2	4	-
				£.	1,078,740	8	10	1,362,093	-	-	285,674	13	6	2,322	2	4
Saving - - -				£. 283,352 11 2						£. 283,352 11 2						
VOTE No. 3.																
ADMIRALTY OFFICE:																
Salaries, Admiralty Office - - - - -				142,666	2	11	144,373	-	5	1,706	17	6	-	-	-	-
Wages, Admiralty Office - - - - -				3,201	3	8	3,328	19	7	127	15	11	-	-	-	-
Contingencies, Admiralty Office - - - - -				14,344	18	9	15,930	-	-	1,585	1	3	-	-	-	-
Law Charges - - - - -				7,825	16	2	7,200	-	-	-	-	-	625	16	2	-
				£.	168,038	1	6	170,832	-	-	3,419	14	8	625	16	2
Saving - - -				£. 2,793 18 6						£. 2,793 18 6						

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Surplus—occasioned by the following causes; viz.

By the number of Men actually victualled afloat having been much less than was provided for, owing to the reduction of the Fleet.

By both Fresh and Salt Meat having been obtained at considerably lower prices than were estimated in December 1861.

By much smaller quantities of Salt Meat having been procured, increased facilities for obtaining Pork, and the curing of Beef in the Royal Victoria Yard having rendered it unnecessary to keep so large a quantity in reserve.

Also, with the view of supplying the Seamen with the newest possible provisions, the stocks both at Home and Abroad have been diminished as far as is consistent with prudence, in order that the articles may be brought into consumption at the earliest date—a consideration of the highest importance to the health and efficiency of the Fleet.

Excess: caused by heavy payments on account of shipments of Provisions, &c. for the service of the Fleet on the North American and West Indian Station.

Surplus: caused by the Probationary Clerks provided for under this Vote having been borne on ships' books, and consequently paid out of Vote No. 1; by less having been required for the Pay of the Director of Transports and his Assistant than was contemplated; and by the office of Secretary to that Officer not having been found necessary; and by Casualties connected with the Clerical Force.

Surplus: occasioned by the Bargemaster and two Coxswains having been appointed in vacancies on the List of Messengers, and their places not filled up.

Surplus: caused by the Contingent Charges for the purchase of Stamps for Contracts, and for Public Advertisements, having been less in amount than those upon which the Estimate was based.

Excess: owing to there having been a greater number of Criminal Prosecutions during the Year than was anticipated, the Estimate being based on an average of the Expenditure for the three previous Years.

EXPLANATORY STATEMENT of the Sums expended, " More or Less" than those Estimated, under each of

HEADS OF SERVICE.	EXPENDITURE, 1862-63.		ESTIMATE, 1862-63.		EXPENDITURE			
					Less than Estimate.		More than Estimate.	
	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
VOTE No. 4.								
COAST GUARD SERVICE, ROYAL NAVAL COAST VOLUNTEERS, AND ROYAL NAVAL RESERVE:								
Salaries, Coast Guard Office - - - - -	4,689	15 9	4,857	- 11	167	5 2	-	-
Wages and Allowances, Coast Guard Office - -	59	6 6	59	2 -	-	-	-	4 6
Rents, Rates, and Contingencies, Coast Guard Office	956	8 6	66	17 1	-	-	288	11 5
Pay of Officers and Men, Coast Guard Establish- ments on Shore - - - - - }	70,142	19 7	72,274	18 10	2,131	19 3	-	-
Rent, Rates and Taxes, Coast Guard Establishments on Shore - - - - - }	34,799	13 9	34,533	- -	-	-	266	13 9
Contingencies, Coast Guard Establishments on Shore	28,792	1 1	28,210	1 2	-	-	581	19 11
Drill of the Coast Guard and Royal Naval Reserve -	2,036	10 3	3,000	- -	963	9 9	-	-
Royal Naval Coast Volunteers - - - - -	28,958	16 5	29,000	- -	41	3 7	-	-
Royal Naval Reserve - - - - -	99,641	17 4	125,000	- -	25,358	2 11	-	-
£.	270,077	8 11	297,602	- -	28,662	- 8	1,137	9 7
Saving - - -	£. 27,524 11 1				£. 27,524 11 1			
VOTE No. 5.								
SCIENTIFIC BRANCH:								
Salaries, Royal Observatory - - - - -	2,387	2 -	2,417	- -	29	18 -	-	-
Contingencies, Royal Observatory - - - - -	1,785	1 -	1,810	- -	24	19 -	-	-
Observatory at the Cape of Good Hope - - -	1,910	4 9	2,103	- -	192	15 3	-	-
Nautical Almanack - - - - -	2,136	6 10	2,142	- -	5	13 2	-	-
Chronometers - - - - -	1,967	11 2	1,500	- -	-	-	467	11 2
Compass Department - - - - -	710	1 3	716	- -	5	18 9	-	-
Rewards, Experiments, &c., for Scientific purposes -	1,578	8 7	1,000	- -	-	-	578	8 7
Carried forward - - - £.	12,474	15 7	11,688	- -	259	4 2	1,045	19 9

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Surplus: occasioned by the appointment of Officers at minimum Rates of Salary in the Vacancies of Officers deceased, whose Salaries had been provided for in the Estimates at higher Rates.

Excess. This is merely a fractional difference.

Excess, arising from the Travelling Expenses of the Officers of the Coast Guard Department having been heavier than in the Year 1860-61, on the Expenditure of which the Estimate was based; and from the Travelling Expenses and Allowances of the Surveyor of Coast Guard Buildings falling for the first time on this Vote, instead of on Vote No. 11, as heretofore, the Estimate being, as usual, based upon the Expenditure for the previous Three Years.

Surplus, arising from the Retirement of Civilians employed in the Coast Guard Establishments on Shore, their Vacancies being filled up by Persons borne on Ships' Books, and paid out of Vote No. 1.

Excess, arising from it having been found necessary to rent Land and Premises for Coast Guard Stations during the course of the Financial Year, the exact Liabilities in respect of which could not be foreseen when the Estimate was framed.

Excess, occasioned by the Expenditure for Travelling Expenses, and other Contingent Charges generally, varying from that of the previous Years, on which the Estimate was based.

Surplus, arising from a Reduction of Expenditure in 1862-63, as compared with that of 1861-62, on which the Estimate was based.

Surplus. This is merely the difference between an estimated Expense and an actual one.

Surplus, owing to the Number of Men to whom Annual Retainers are paid on presentation for Drill being less in the earlier Months of the Year than that provided for.

Surplus. The Salary of the Seventh Assistant to the Astronomer Royal was inserted in the Estimates as 150*l.* a year; but as it was subsequently decided that he should receive 120*l.* a year only, this Saving results, less a fractional difference.

Surplus. This is merely a fractional difference.

Surplus, arising from reduced Expenditure in respect of the Purchase and Repair of Instruments, and from it having been found necessary to employ only one Clerk for copying and computing the Meridian Work instead of Three, as contemplated when the Estimates were framed.

Surplus. This is merely a fractional difference.

Excess, owing principally to the Tradesmen's Bills for Lady-day Quarter 1862 not having been received in sufficient time for them to be settled before the 31st March as usual, thus leading to five Quarters' Payments being charged to 1862-63.

Surplus. This is merely a fractional difference.

Excess, arising from an Arrear Payment of the Salary and Expenses of a Botanist who had been employed since 1860 exploring the Forests on the West Coast of Africa.

EXPLANATORY STATEMENT of the Sums Expended, " More or Less" than those Estimated, under each of

HEADS OF SERVICE.	EXPENDITURE, 1862-63.		ESTIMATE, 1862-63.		EXPENDITURE			
					Less than Estimate.		More than Estimate.	
VOTE No. 5—continued.								
SCIENTIFIC BRANCH—continued.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.
Brought forward - - -	12,474	15 7	11,688	- -	259	4 2	1,045	19 9
Libraries and Museums at Haslar and Plymouth -	100	2 7	100	- -	-	- -	-	2 7
Salaries and Wages, Hydrographical Department -	5,760	14 4	5,965	- -	195	5 8	-	- -
Contingencies, Hydrographical Department - -	15,358	13 5	10,341	12 6	-	- -	*5,017	- 11
Coast and other Surveys- - - - -	36,876	5 8	36,542	7 6	-	- -	*333	18 2
Establishment for Scientific Education at Portsmouth	3,690	6 -	3,408	- -	-	- -	282	6 -
	£.	74,269 17 7	68,045	- -	454	9 10	6,679	7 5
Deficiency - - £.		6,224 17 7				6,224 17 7		

* Copies of applications made to the Treasury,

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords of Her Majesty's Treasury, that an excess of about 4,000*l.* may probably be incurred during the current year on Vote 5, the Scientific Branch, Navy Estimates, in consequence of unforeseen expense in publishing Charts.

This has been caused by the very large number of 156,000 charts having been printed for the use of Her Majesty's Ships, and for sales to the public during the past year.

I am, therefore, to request that you will move the Lords of the Treasury to authorise payment of this amount out of the surplus which is expected to arise on the General Estimates.

Admiralty, 28 January 1863.

The Secretary of the Treasury.

I am, &c.
(signed) C. Paget.

My Lord,

WITH reference to your letter of the 28th ultimo, reporting that an excess of about 4,000*l.* will probably be incurred during the current year on Vote No. 5, the Scientific Branch, Navy Estimates, in consequence of unforeseen expense in publishing Charts, I am directed by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Lords Commissioners of the Admiralty, that my Lords approve of the temporary charge of this Excess to the Surplus which is anticipated on other Votes.

Treasury Chambers, 19 February 1863.

The Secretary to the Admiralty.

I am, &c.
(signed) F. Peel.

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION,

Excess. This is merely a fractional difference.

Surplus, arising from only a portion of the sum voted for the salary of the Engineer of the Harbour Branch having been expended, that officer having retired on Pension in the course of the Year 1862-63, and the vacancy not having been filled up, as the duties pertaining to the office had been transferred to the Board of Trade by Act 25 & 26 Vict. c. 69.

Excess, arising from unusually large requirements for Printing, Engraving, and Mounting Charts for the use of the Navy, and for Sale to the Public. In the latter case, the proceeds of Sale are not available by the Naval Department in aid of the Vote, but are paid over to the Exchequer as Revenue.

Excess, arising from Naval Funds having to bear the whole expense of the Survey of the Colony of Tasmania, the Colony not having borne their moiety of the Charge. The Survey has been discontinued in consequence.

Excess, arising from it having been found necessary to incur more expense for Furniture and articles of China, Glass, Plate, &c., for the use of Officers studying at the College than was anticipated when the Estimate was framed.

and of Treasury replies, appended.

Sir,

Admiralty, 21 August 1863.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you the accompanying copy of a letter from the Colonial Office, representing that the Tasmanian Parliament declines to sanction any payment on account of the survey of their coast, which was undertaken on the understanding that the Colony would be prepared to defray one moiety of the expense.

Under these circumstances, my Lords desire me to request that you will move the Lords of the Treasury to authorise them to charge the sum of 1,259*l.* 6*s.* 6*d.*, which was to have been paid by the Colony, as an excess upon Naval Votes, provision having been made therein for one moiety only.

As, however, 503*l.* 1*s.*, forming part of the foregoing amount, has been charged to the Naval Votes of 1861-62, the account for which year is closed, the sum which remains to be charged as an excess on Naval Votes is 756*l.* 5*s.* 6*d.*, which their Lordships propose to charge in the following manner, viz.:

	£.	s.	d.
To Votes for 1862-63 - - - - -	677	5	6
„ Votes for 1863-64 - - - - -	79	-	-
	£.	756	5 6

The Secretary of the Treasury.

I am, &c.
(signed) *W. G. Romaine.*

Sir,

Treasury Chambers, 3 September 1863.

WITH reference to your letter of the 21st ultimo, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for the information of the Lords Commissioners of the Admiralty, that my Lords are pleased to authorise the charge of the sum of 756*l.* 5*s.* 6*d.* on account of the Tasmanian Coast Survey, as an excess upon Naval Votes, in the manner proposed by you.

The Secretary to the Admiralty.

I am, &c.
(signed) *F. Peel.*

EXPLANATORY STATEMENT of the Sums Expended "More or Less" than those Estimated under each of

HEADS OF SERVICE.	EXPENDITURE, 1862-63.	ESTIMATE, 1862-63.	EXPENDITURE			
			Less than Estimate.		More than Estimate.	
	£. s. d.	£. s. d.	£. s. d.		£. s. d.	
VOTE No. 6.						
HER MAJESTY'S ESTABLISHMENTS AT HOME:						
Salaries, Naval Yards at Home - - - -	118,263 9 5	120,119 19 1	1,856 9 8	-	-	-
Rents and Taxes - ditto - - - -	5,576 5 5	5,616 10 -	40 4 7	-	-	-
Contingencies - ditto - - - -	4,331 8 8	5,015 10 11	684 2 3	-	-	-
Salaries, Victualling Establishments at Home - -	19,616 5 11	19,641 13 5	25 7 6	-	-	-
Rents and Taxes - - ditto - - - -	1,213 8 6	1,256 12 6	43 4 -	-	-	-
Contingencies - - ditto - - - -	609 7 8	743 14 1	74 6 5	-	-	-
Salaries, Medical Establishments at Home - -	11,791 13 9	11,939 15 6	148 1 9	-	-	-
Rents and Taxes - ditto - - - -	796 2 2	593 7 -	-	-	202 15 2	-
Contingencies - ditto - - - -	675 2 2	853 17 6	178 15 4	-	-	-
Salaries, Transport Establishments at Home - -	1,146 5 -	1,146 5 -	-	-	-	-
Rents, Taxes, and Contingencies - ditto - -	281 17 1	154 15 -	-	-	127 2 1	-
Marine Barracks - - - -	5,254 8 -	4,331 - -	-	-	923 8 -	-
Marine Infirmaries - - - -	5,202 1 5	5,211 - -	8 18 7	-	-	-
£.	174,817 15 2	176,624 - -	3,059 10 1	1,253 5 3		
Saving - -	- - £. 1,806 4 10		£. 1,806 4 10			
VOTE No. 7.						
HER MAJESTY'S ESTABLISHMENTS ABROAD:						
Salaries, Naval Yards Abroad - - - -	21,002 12 4	19,080 14 4	-	-	1,921 18 -	-
Rents, Taxes, and Contingencies Abroad - -	2,615 5 5	2,633 5 8	18 - 3	-	-	-
Salaries, Victualling Establishments Abroad - -	3,960 7 3	3,850 - -	-	-	110 7 3	-
Carried forward - - - £.	27,578 5 -	25,564 - -	18 - 3	2,032 5 3		

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Surplus: caused by the Payments for Salaries of the several Yard Officers and Clerks being less than those estimated, consequent upon the casualties arising from Deaths and Removals.

Surplus: this is merely the difference between an Estimated Expense and an Actual one.

Surplus: arising from a Diminution of Expenditure for Contingent Charges, particularly as regards Travelling Expenses.

Surplus: this is merely the difference between an Estimated Expense and an Actual one.

Surplus: arising from the Expenditure for Postage, Advertisements, and Travelling Expenses at the Royal Clarence and Royal William Yards in 1862-63, being less than that in 1860-61, on which the Estimate was based.

Surplus: arising from the Staff and Assistant Surgeons of Haulbowline Hospital having been borne on Ship's Books, and paid Sea Wages for the First Quarter of the Financial Year, under Vote 1.

Excess: arising from a heavy Arrear Payment of 18 Months' Poor's Rates on Premises at Haslar Hospital, and from the Payments of Lodging Money to Officers of the same Establishment having exceeded the Amount estimated on the basis of 1860-61.

Surplus: arising from reduced Expenditure at Haslar, as compared with that in 1860-61, on which the Estimate was based, for Pumping, Carting, &c., and Postage and other Contingencies.

Excess: caused by a Charge, mostly an Arrear one, on account of the Moiety of the Rent of the Packet Office at Liverpool, it having been agreed, subsequently to the Estimate being Voted, to share this Rent with the Post Office Department on the ground that the Office was also used for Transport business.

Excess: arising principally from a larger number of Marines serving on Shore than were estimated for, giving rise to increased Expenditure at the several Head Quarters for the supply of Water (charged according to consumption); for Allowances at a Rate per Head for the Accommodation of Marines in Churches and Chapels of various Denominations; and for Washing Bedding; also from Expenditure in connexion with the Marine Depot at Deal.

Surplus: this is merely the difference between an Estimated Expense and an Actual one.

Excess: caused principally by Increase to the Establishment at Hong Kong, through the Appointment of an Accountant, under Order in Council of 1 November 1862; by Expenses incurred on account of Officers of Naval Establishments Abroad having been Invalided Home and Superseded; and by increased Expenditure for Temporary Clerical Assistance at Halifax, Bermuda, and Jamaica, partly owing to the large Fleet on the North America and West India Station.

Surplus: this is merely the difference between an Actual and Estimated Expenditure.

Excess: arising from the employment of additional Temporary Clerks at Halifax and Jamaica Victualling Yards to meet the requirements of the Fleet on the North America and West India Station.

EXPLANATORY STATEMENT of the Sums Expended "More or Less" than those Estimated under each of

HEADS OF SERVICE.	EXPENDITURE, 1862-63.	ESTIMATE, 1862-63.	EXPENDITURE	
			Less than Estimate.	More than Estimate.
VOTE No. 7.— <i>continued.</i>				
HER MAJESTY'S ESTABLISHMENTS ABROAD— <i>continued.</i>	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	27,578 5 -	25,564 - -	18 - 3	2,032 5 3
Rent, Taxes, and Contingencies, Victualling Estab- lishments Abroad - - - - - }	411 19 6	284 - -	- -	127 19 6
Salaries, Medical Establishments Abroad - - -	6,809 10 4	7,135 7 1	325 16 9	- -
Rents and Contingencies - ditto	366 - 9	626 12 11	260 12 2	- -
£.	35,165 15 7	33,610 - -	604 9 2	2,160 4 9
Deficiency - - -	- - £. 1,555 15 7		£. 1,555 15 7	
VOTE No. 8.				
WAGES, HER MAJESTY'S ESTABLISH- MENTS AT HOME.				
Wages to Artificers, &c., Naval Yards at Home -	995,047 10 11	1,001,729 - -	6,681 9 1	- -
Extra Pay to Officers, Seamen, &c., at Home - -	8,636 11 3	10,000 - -	1,363 8 9	- -
General Survey in the Dockyards, Expenses of -	440 18 4	- - -	- -	440 18 4
Wages, Yard Service Afloat, (Steam Tugs, Hoys, &c.)	17,890 2 10	17,291 - -	- -	599 2 10
Hire of Teams, Naval Yards at Home - - -	14,083 6 6	13,916 - -	- -	167 6 6
Wages to Artificers, &c., Victualling Establishments at Home - - - - - }	35,580 13 9	40,950 - -	5,369 6 3	- -
Wages, Victualling Yard Hoys, Victualling Estab- lishments at Home - - - - - }	4,373 9 8	4,440 - -	66 10 4	- -
Wages, Medical Establishments at Home - -	13,551 17 11	15,379 - -	1,827 2 1	- -
Wages, Marine Infirmaries - - - - -	4,405 1 3	4,988 - -	582 18 9	- -
Wages, Transport Establishments - - - - -	353 6 8	406 - -	52 13 4	- -
Wages, Police Divisions, Naval, Victualling, and Medical Establishments at Home - - - }	39,300 16 11	38,579 - -	- -	721 16 11
£.	1,133,663 16 -	1,147,678 - -	15,943 8 7	1,929 4 7
Saving - - -	- - £. 14,014 4 -		£. 14,014 4 -	

the Subdivisions of the Votes included in the foregoing Statement, &c—*continued.*

CAUSES OF VARIATION.

Excess: caused by greater Expenditure having been incurred for Advertisements, Travelling and Small Expenses, principally at Sierra Leone and the Cape of Good Hope, than was provided for in the Estimate based on the Expenditure of previous years.

Surplus: occasioned by no Surgeon having been borne for Service at Hong Kong, although provided for in the Estimates, and by the Pay of the Surgeon of Malta Naval Yard for Lady Quarter 1863 not having been paid until after the 31st March 1863, consequent upon his absence on duty.

Surplus: caused by the amount of Contingent Charges of the various Medical Establishments abroad having been less than was anticipated when the Estimate was framed, based on the Expenditure of previous years.

Surplus: occasioned by fewer men having been employed on the "Achilles," building at Chatham, than were provided for, in consequence of the difficulty of obtaining Iron.

Surplus: caused by a smaller amount for Extra Pay having been expended to meet the requirements of the Service than was provided for.

Excess: arising from the General Survey held in consequence of the Retirement and New Appointment of a Naval Storekeeper at Portsmouth Dockyard.

Excess: caused principally by it having been found necessary to employ a Dredging Vessel at Portsmouth subsequent to the Estimate having been framed.

Excess: this is merely a fractional difference.

Surplus: arising from the discontinuance of the pressure on the Establishments which existed in the commencement of 1862. Had it continued, this money would unquestionably have been spent.

Surplus: this is merely a fractional difference.

Surplus: caused by the employment of a less number of Nurses than provided for, owing to the diminished casualties through sickness.

Surplus: caused by the employment of a less number of Nurses than provided for, owing to the diminished casualties through sickness, and from the Establishment Charges for Deal Marine Medical Depot having been charged to the Temporary Hospital Item under Vote No. 12.

Surplus: arising from the Service throughout the year not requiring extra Labourers and Boatmen, which it is always necessary should be provided for.

Excess: caused chiefly by the Payments for Wages for 53 weeks having been made this year, and by more Clothing having been supplied to the Police than was estimated for.

EXPLANATORY STATEMENT of the Sums Expended "More or Less" than those Estimated under each of

HEADS OF SERVICE.	EXPENDITURE, 1862-63.	ESTIMATE, 1862-63.	EXPENDITURE			
			Less than Estimate.		More than Estimate.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
VOTE No. 9.						
WAGES TO ARTIFICERS AT HER MAJESTY'S ESTABLISHMENTS ABROAD:						
Wages, Naval Yards Abroad - - - -	50,203 8 1	46,950 - -	- -	- -	3,253 8 1	
Extra Pay to Officers, Seamen, &c. Abroad - -	8,854 19 8	6,000 - -	- -	- -	2,854 19 8	
Wages, Victualling Establishments Abroad - -	6,810 12 4	9,380 - -	2,569 7 8		- -	
Wages, Medical Establishments Abroad - - -	4,644 17 -	4,471 - -	- -	- -	173 17 -	
£.	70,513 17 1	66,801 - -	2,569 7 8		6,282 4 9	
Deficiency - - -	£. 3,712 17 1				£. 3,712 17 1	
VOTE No. 10.						
SECTION I.—NAVAL STORES FOR THE BUILDING, &c. OF THE FLEET:						
Naval Stores received under Contract, viz.:						
Timber, Masts, Deals, &c. - - - -	745,376 1 2	560,713 - -	- -	- -	184,663 1 2	
Metals and Metal Articles - - - -	240,488 - 1	232,311 - -	- -	- -	8,177 - 1	
Iron and Armour Plates for Iron-cased Ship building at Chatham, and Iron for Armour Plates for Wooden Ships - - - - }	183,828 17 10	174,638 - -	- -	- -	9,190 17 10	
Hemp, Canvas, &c. - - - -	226,806 3 3	271,165 - -	44,358 16 9		- -	
£. s. d.						
Paint Materials, Oil, Pitch, Tar, Tallow, and other Miscellaneous Articles - - - -	160,274 3 2					
Naval Stores purchased and re- paired - - - -	54,173 12 5					
Naval Stores supplied by other Departments - - - -	2,713 16 8					
Issues for the Naval Service - - - -	5,106 17 2					
£. 222,268 9 5						
Abate,—						
Amount of Issues for other Branches of the Naval Service, other Departments, &c. - - - -	62,145 3 11					
	160,123 5 6	168,857 - -	8,733 14 6		- -	
Carried forward - - -	£. 1,556,622 7 10	1,407,684 - -	53,092 11 3		202,030 19 1	

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Excess: occasioned by the employment of a larger number of Workmen in the Dockyards at Jamaica and Halifax, in consequence of the increase of the Fleet on the North America and West India Station; and for more having been paid for Wages to Artificers at Hong Kong Naval Yard than was anticipated when the Estimate was framed.

Excess: caused by an increased amount paid to Artificers of the Fleets on the North America and West India, and East India and China Stations, in order to meet the requirements of the Service.

Surplus: occasioned by a reduction in the number of men employed in the Bakery at Malta Victualling Yard; also in consequence of a smaller number of men being employed at the Victualling Establishments at Ascension and Hong Kong than was estimated for.

Excess: caused in consequence of the Wages of the Boatmen employed in connexion with the Hospital Ship "Melville" at Hong Kong, for which no provision had been made in the Estimates.

Excess: arising from the arrival of larger quantities of Timber and Timber Materials from distant countries, due under Agreements, than was anticipated at the time the Estimate was framed, and which Excess was provisionally incurred with the understanding that the usual Treasury Sanction should be obtained, but which was inadvertently omitted to be applied for.

Excess: arising from the increased demands for Iron used for Ship-building obtained under the Contract for the ordinary Supplies of British Iron, and beyond that specially provided for.

Excess: arising from the purchases of Iron Beams and Masts for Iron-cased and Armour-plaed Ships, beyond the provision made in the Estimate.

Surplus: arising from the failure of Contractors to deliver Hemp, contracted for as the supply for the year, of Contract Quality, owing in a great measure to the failure of the crops of Baltic Hemp.

Surplus: arising from the fact of the entire Amount of the Issues for other branches of the Service (except Coals) being placed to the Credit of those Miscellaneous Heads in the Departmental Ledger, whereas the Repayments constituting the Credit arise equally from the items for Timber, and Metals and Metal Articles, under which heads there are Excesses.

This Credit has been reduced this year for the first time by the Estimated Value of Old Copper, &c., returned into Store from Ships broken up, falling as a Charge upon Vote 10, its value being paid over to the Exchequer as an Extra Receipt.

EXPLANATORY STATEMENT of the Sums Expended "More or Less" than those Estimated under each of

HEADS OF SERVICE.	EXPENDITURE, 1862-63.	ESTIMATE, 1862-63.	EXPENDITURE	
			Less than Estimate.	More than Estimate.
VOTE No. 10.— <i>continued.</i>				
SECTION I.—NAVAL STORES, &c.— <i>continued.</i>	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	1,556,622 7 10	1,407,684 - -	53,092 11 3	202,030 19 1
Coals and other Fuel for Steam Vessels and Dockyard purposes £.343,523 10 2				
Abate,—				
Amount of Issues for other Branches of the Naval Service, other De- partments, &c. - - - 23,698 10 2				
	319,825 - -	300,000 - -	- -	19,825 - -
Naval Stores, Experimental - 2,607 17 3				
Purveying Timber - - - 1,873 17 10				
Salvage of Naval Stores - - 638 9 1				
Conveyance of, and other Charges on Naval Stores - - - 14,440 2 -				
Freight of Naval Stores - - 13,652 - 2				
Repairs of Tenders in other than Her Majesty's Dockyards - 388 8 6				
Ships repaired at other than Her Majesty's Ports - - - 36,388 6 1				
	70,079 - 11	36,500 - -	- -	33,579 - 11
£.	1,946,526 8 9	1,744,184 - -	53,062 11 3	255,435 - -
Deficiency - - - - £. 202,342 8 9			£. 202,342 8 9	
SECTION II.—STEAM MACHINERY AND SHIPS BUILT BY CONTRACT, &c.:				
Steam Machinery for Her Majesty's Ships and Vessels	418,917 15 -	437,420 - -	18,502 5 -	- -
Ships and other Vessels purchased, built by Contract, &c. - - - - -	547,105 8 2	976,141 - -	429,035 11 10	- -
Experimental purposes, Sundries, and possible Con- tingencies - - - - -	21,855 11 6	40,000 - -	18,144 8 6	- -
£	987,878 14 8	1,453,561 - -	465,682 5 4	- -
Saving - - - - £. 465,682 5 4			£. 465,682 5 4	

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Excess: arising from the purchase in China, by the Naval Commander in Chief, in December 1862, of Coals not provided for in Estimate, the provision by Shipment from England having been deemed sufficient.

Excess: arising mainly from larger Repairs to Ships at other than Her Majesty's Ports than was provided for, including a heavy and unusual Charge for the Repair and Fitment of Her Majesty's Ship "Egmont," at Cowes.

Surplus: arising from provision having been made for Engines for Wooden Ships to be built in the Dockyards, but which it was decided should not be proceeded with in consequence of the introduction of Armour-cased Ships.

Surplus: arising from the Contractors having failed to fulfil the terms of their Contracts, by not having completed the amount of work on the several Vessels which was estimated for.

Surplus: this was the first instance of distinct provision being made, and consequently the Amount inserted was conjectural.

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Surplus: arising as follows:			£.	s.	d.	
Clearing Mud from Basin -	-	-	921	-	-	Postponed; work not considered essentially necessary.
Re-constructing Dock Gates -	-	-	425	-	-	Postponed; a vessel being in dock.
			1,346	-	-	
Reduced by Payments for New Plank Store -	-	-	231	-	-	Provided in Estimates 1861-62, but not paid until this year.
Berthing in after ends of Slips 2 and 3 -	-	-	113	-	-	
			1,002	-	-	
The difference remaining -	-	-	30	-	4	In Excess, arises from small variations, more or less, on other Items.
Surplus on Works -	-	-	£.	971	19 8	
Surplus, New Machinery -	-	-	-	2,823	-	£. 1,000 of this Sum was a Re-Vote, but was not required, as the Hydraulic Machinery for which it was voted was finished and paid for in March 1862; the remainder was not expended for Deptford, as more important Services at Portsmouth, for which Money had not been voted, required the expenditure of a portion of this Money.
Net Surplus -	-	-	£.	3,794	19 8	
Excess: incurred upon the following Works:			£.	s.	d.	
Converting late Military Guard-house into a Police Station -	-	-	286	-	-	The original Estimate was inadequate to meet the requirements of the Work.
Shed for Machinery for plating Ships -	-	-	260	-	-	No definite plan for this Work was settled at the time the Amount was inserted in the Estimates.
Additional Shop for Machinery at Smithery -	-	-	186	-	-	Provided in Estimates 1861-62, but not paid until this year.
			732	-	-	
Reduced by the following Surpluses:			£.	s.	d.	
Foundations for Machinery -	-	-	298	-	-	Dependent upon the requirements of the Machinery Department.
Alterations and Reconstructions -	-	-	166	-	-	A portion of this Work was executed by Dockyard labour, and charged to Vote No. 8.
			464	-	-	
The difference remaining as a Surplus -	-	-	37	-	3	Arises from small variations, more or less, on other Items.
Excess on Works -	-	-	£.	230	19 9	
Excess, New Machinery -	-	-	-	*1,835	-	Caused by the purchase of Armour-plating Machinery, which was urgently required, and could not be dispensed with.
Net Excess -	-	-	£.	2,065	19 9	
Excess: incurred upon the following Works:			£.	s.	d.	
Extension of Yard by Convict Labour -	-	-	3,707	-	-	Necessary to avoid the suspension of the Works.
Police Quarters outside the Yard -	-	-	576	-	-	The Building provides for 18 married Constables, instead of 12, as estimated.
Ordinary Repairs -	-	-	594	-	-	Owing to extensive Repairs to the Gas and Water-pipes, Drains, Roads and Paving, not contemplated when the Estimate was made.
Repairs of Dock No. 1, and River Wall (for completing) -	-	-	1,529	-	-	Provided in Estimates 1860-61, but not paid for until this year.
Carried forward -	-	-	£.	6,406	-	

* Copy of Application made to Treasury, and Treasury Reply, appended.

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued*.

CAUSES OF VARIATION.

	£.	s.	d.	
Brought forward - - - £.	6,406	-	-	
Reduced by the following Surpluses :	£.	s.	d.	
New Caisson for Dock No. 2 - -	2,500	-	-	} - - - Deferred, the "Achilles" being in dock. Owing to the Dredger usually employed on this Work having been lent for a time to Woolwich and Sheerness. Executed within the Estimate. Dependent upon the requirements of the Machinery Department.
Widening Entrance of No. 2 Dock -	500	-	-	
Clearing Mud from Harbour - -	583	-	-	
Launching Ways to No. 7 Slip -	279	-	-	
Foundations for Machinery - -	483	-	-	
	4,345	-	-	
	2,061	-	-	
The difference remaining as a Surplus - - -	57	7	3	Arises from small variations, more or less, on other Items.
Excess on Works - - - £.	2,003	12	9	
Excess, New Machinery - - -	3,697	9	-	Caused by the purchase of Armour-plating Machinery, which was urgently required, and which could not be dispensed with.
Net Excess - - - £.	5,701	1	9	
Excess: incurred on the following Services :	£.	s.	d.	
*New Caisson (for completing) - - -	2,645	-	-	Not provided in Estimates, but sanctioned by Treasury Letter, 25 June 1861. The Caisson has been adapted to two Docks instead of one, as first intended.
Ordinary Repairs - - -	124	-	-	
	2,769	-	-	Owing to repairing Damages caused by a Storm, and additional Works executed during the time the Great Basin was empty; not contemplated.
Reduced by the following Surpluses :	£.	s.	d.	
New Well - - -	234	-	-	The expected progress on this Work was not made; the Balance is re-voted in Estimate for 1863-64. Dependent upon the requirements of the General Service of the Establishment. Executed within the Estimate.
Gas - - -	70	-	-	
Alterations and Reconstructions -	60	-	-	
	364	-	-	
	2,405	-	-	
The difference remaining as a Surplus - - -	46	15	-	Arises from small variations, more or less, on other items.
Excess on Works - - - £.	2,358	5	-	
Surplus, New Machinery - - -	290	-	-	It was found practicable to dispense with the Drilling and Shaping Machines; the Amount voted was therefore appropriated to the purchase of Machines more urgently required.
Net Excess - - - £.	2,068	5	-	
Surplus: arising from the following Items:	£.	s.	d.	
Dredging the Bar of the Harbour - - -	5,994	-	-	This Work being dependent upon the weather, the expected progress was not made. Executed according to the requirements of the Harbour Master. Postponed with Treasury Approval, 8th November 1862. <i>Vide</i> Keyham.
Dredging and removing Mud from Harbour -	275	-	-	
Deepening Steam Basin - - -	3,945	-	-	Postponed to suit the convenience of the Service. Not completed. The Balance is re-voted in Estimates 1863-64. Executed to the extent of 4,500 <i>l.</i> , but payment not made until 1863-64.
Extending No. 8 Dock - - -	8,000	-	-	
Lowering Floor of No. 4 Dock - - -	1,259	-	-	Delayed to suit the convenience of the Service. Not completed. This Service is continued in Estimates 1863-64. Dependent upon the requirements of the Machinery Department. - Ditto - General Service of the Establishment. Completed, excepting a Work provided at a Cost of 197 <i>l.</i> ; deferred for the convenience of the Service.
New Jetties at No. 10 Dock, &c. - - -	5,500	-	-	
Constructing Apron of No. 1 Building Slip -	2,559	-	-	
Extension of Railways - - -	799	-	-	
Foundations for Machinery - - -	429	-	-	
Gas - - -	310	-	-	
Alterations and Reconstructions - - -	229	-	-	
	29,299	-	-	
Reduced by the following Excesses :	£.	s.	d.	
North Inlet Dock - - -	6,636	-	-	Every exertion was made to expedite this Work, in preference to extending No. 8 Dock. <i>See</i> above. Arising from the treacherous nature of the Ground, and the Erection of larger Furnaces than those in ordinary use. Provided in Estimates 1861-62, but not paid for until this year.
Shed, &c. for Plating Machinery -	1,219	-	-	
Extending North Boathouse - - -	990	-	-	
Rails and Turntables at Iron Foundry, &c. - - -	376	-	-	
	9,221	-	-	
	20,078	-	-	
The difference remaining as a Surplus - - -	102	14	2	Arising from small variations, more or less, on other Items.
Surplus on Works - - - £.	20,180	14	2	
Excess, New Machinery - - -	519	10	7	Caused by the difference between the Estimated and Actual Cost of several Machines, and by an Arrear Payment of 260 <i>l.</i> for Hydraulic Machinery.
Net Surplus - - - £.	19,661	3	7	

Treasury, and Treasury Reply, appended.

EXPLANATORY STATEMENT of the Sums Expended "More or Less" than those Estimated under

[illegible]

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Surplus : caused by the current Repairs, and the Gas consumed throughout the year, having been less than anticipated.

Surplus : arising on the following Items :

	£.	s.	d.	
Constructing New Long Dock - - -	3,603	-	-	Not completed, owing to delay in the progress of the Work.
Wood Block Paving - - - - -	100	-	-	Not required, sufficient Wood Blocks being in store.
Foundations for Machinery - - -	908	-	-	Dependent upon the requirements of the Machinery Department.
Gas - - - - -	77	-	-	Dependent upon the General Service of the Establishment.
Ordinary Repairs - - - - -	149	-	-	The casualties during the year have been lighter than estimated.

4,837 - -

Reduced by the following Excess :

New Jetties at the Anchor Wharf - -	962	-	-	Caused by additional Works in strengthening the Jetty, and the purchase of Pile Engines, available for future Works.
The difference remaining as a Surplus -	3,875	-	-	Arises from small variations, more or less, on other Items.
	26	7	8	

Surplus on Works - - - £. 3,901 7 8

Surplus, New Machinery - - - - - 2,277 15 7

Net Surplus - - - £. 6,179 3 3

It being found impossible to proceed with the plating of Ships at Keyham without the purchase of the requisite Machinery, the several Machines which were provided for in the full Vote were dispensed with, to provide the Armour-plating Machinery so urgently required at Keyham.

Surplus : arising upon the following Items :

	£.	s.	d.	
North Basin (to complete) - - - -	7,966	-	-	A Contract was entered into for this Work, but not in time to admit of the money voted being expended.
Purchase of Land and Extension of Works -	464	-	-	The payments made have been for the purchase of Land only.
Lengthening North Dock - - - - -	2,180	-	-	Completed ; executed within the Estimate.
Constructing Naval Barracks - - - -	10,000	-	-	Postponed ; the site not determined.
Shed for Machinery for plating Ships - -	266	-	-	Completed ; the Shed has been erected on a different site from that first intended.
Foundations for Machinery - - - - -	152	-	-	Dependent upon the requirements of the Machinery Department.
Alterations and Reconstructions - - -	84	-	-	A portion of this Work has been executed by the Factory Department, and the Cost not claimed from this Department.
	21,112	-	-	

Reduced by the following Excesses :

Deepening Invert at head of Entrance Lock, &c. - - - £. s. d.	766	-	-	Owing to the difficulty of making a correct Estimate, and the uncertainty of the Work.
*Deepening the South Basin - 2,700 - - -	-	-	-	Not provided in Estimates, but sanctioned by Treasury Letter, 8th November 1862.
	3,466	-	-	

17,646 - -

The difference remaining as a Surplus - 72 19 5

Surplus on Works - - - 17,718 19 5

Excess, New Machinery - - - - - 3,981 6 9

Net Surplus - - - £. 13,737 12 8

Arises from small variations, more or less, on other items.

Caused by the purchase of Armour-plating Machinery, for which no provision was made.

* Copy of Application made to the Treasury, and Treasury Reply, appended.

EXPLANATORY STATEMENT of the Sums Expended " More or Less " than those Estimated under

HEADS OF SERVICE.	EXPENDITURE, 1862-63.			ESTIMATE, 1862-63.			EXPENDITURE					
							Less than Estimate.			More than Estimate.		
VOTE No. 11.												
NEW WORKS, IMPROVEMENTS, AND RE- PAIRS IN THE YARDS, &c.— <i>continued.</i>	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Brought forward - - - £.	210,679	10	8	244,454	-	-	43,609	15	10	9,835	6	6
New Works, &c., Plymouth Breakwater - -	9,306	12	9	10,000	-	-	693	7	3	-	-	-
New Works, &c., Pembroke - - - - -	20,365	15	6	23,677	-	-	3,311	4	6	-	-	-
New Works, &c., Deal, Leith, &c. - - - -	1,716	16	5	1,775	-	-	58	3	7	-	-	-
New Works, &c., Victualling Establishments at Home	9,308	3	-	11,704	-	-	2,395	17	-	-	-	-
New Works, &c., Medical Establishments at Home -	3,333	4	-	3,534	-	-	200	16	-	-	-	-
Carried forward - - - £.	254,710	2	4	295,144	-	-	50,269	4	2	9,835	6	6

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued*.

CAUSES OF VARIATION.

Surplus: more provided than required to meet the Annual Repairs and progress towards completion of Work in the year.

Surplus: arising upon the following Items:		£.	s.	d.	
Building for Machinery for Armour-plating } Ships - - - - - }		63	-	-	Completed within the Estimate.
Making Gas at Government Works - - -		121	-	-	Arises from a Credit received this year for Gas supplied to War Department in former years.
Alterations and Reconstructions - - -		565	-	-	Arises partly from the employment of old Materials, and partly from less Work required than Estimated.
		749	-	-	
Reduced by payment on completion of re- } moving Mud from entrance of Dock 2 - }		202	-	-	Provided in Estimates 1861-62, but not paid for until this year.
		547	-	-	
The difference remaining as a Surplus -		85	-	11	Arises from small variations, more or less, on other items.
Surplus on Works - - - - £.		632	-	11	
Surplus, New Machinery - - - - -		2,679	3	7	{ Difference between the Estimated and Actual Cost of the Armour-plating Machines, and it being found beneficial for the Public Service to appropriate a portion of this Vote for the Armour-plating Machinery at Keyham.
Net Surplus - - - - £.		3,311	4	6	

Surplus: arising principally at Deal Yard, the Repairs required being lighter than the Vote provided for.

Surplus: arising upon the following Items:		£.	s.	d.	
Converting late Military Guard-house into } Police Quarters at Deptford - - - }		328	-	-	Arises from an altered arrangement, by which the Accountant occupies the Guard-house, and the Police, Houses in Princes-street.
Erecting Jetty in large Mast Pond at ditto -		96	-	-	Completed within the Estimate.
Dredging Mud from front of Wharves, &c., } Royal Clarence Yard - - - - - }		700	-	-	Not completed; a Contract was entered into, but not in time to complete the Work this year.
Gas at - ditto - - - - -		62	-	-	Dependent upon the requirements of the General Service of the Establishment.
		1,186	-	-	
Reduced by the following Excesses:					
New Salt Meat Store, Dept- } ford - - - - - } £.612 - -					{ Provided in Estimates 1861-62, but not paid for until this year, owing to two 30 horse-power Engines having been fixed instead of one 60 horse-power Engine, as first intended.
Foundations for Machinery, } Royal Clarence Yard - - - }	404 - -				
		1,016	-	-	
		170	-	-	
The small difference remaining as a Surplus		9	4	-	Arises from variations, more or less, on other items.
Surplus on Works - - - - £.		179	4	-	
Surplus, New Machinery - - - - -		2,216	13	-	Caused by a claim for Engines and Pumps for Royal Clarence Yard not having been paid until the present year.
Net Surplus - - - - £.		2,395	17	-	

Surplus: arising almost entirely from the Works having been executed for a less Amount than the estimated Sums.

EXPLANATORY STATEMENT of the Sums Expended "More or Less" than those Estimated under

[illegible]

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—continued.

CAUSES OF VARIATION.

Excess: incurred on the following Items:	£.	s.	d.	
Ordinary Repairs at Woolwich - - -	236	-	-	Arises from the increased number of Troops, and the extension of Barrack Accommodation by the addition to the old Infirmary.
Additional Barrack Accommodation, Chatham	4,949	-	-	Greater progress was made with this Work than contemplated at the time the Estimates were prepared.
Officers' Quarters, &c., Fort Cumberland -	5,591	-	-	Ditto - - - ditto.
	10,776	-	-	
Reduced by the following Surpluses:	£.	s.	d.	
Alterations and Reconstructions, } Woolwich - - - - - }	618	-	-	Not completed; the expected progress on this Work was not made.
Ditto - Fort Cumberland	243	-	-	Completed; the Expenditure was less than anticipated.
Additional Barrack Accommodation, Plymouth - - - - }	5,559	-	-	Delayed by the Negotiations to obtain possession of the Ground.
Ordinary Repairs, Mill Bay -	115	-	-	The casualties during the year have been lighter than estimated.
	6,535	-	-	
	4,241	-	-	
The difference remaining as a Surplus -	162	-	2	Arises from variations, more or less, on other items.
Net Excess - - - &c.	4,078	19	10	

Excess: arising upon variations, more or less, on each of the Items under this division.

Surplus: merely the difference between an Estimated and an Actual Expenditure.

Excess: arising in preparing Cases for Models selected for View at the International Exhibition, and Expenses connected therewith; also additional Fittings for Models in Room under Terrace at Somerset House, and Fittings for Copper Plates at Whitehall, transferred from the late India Board.

Surplus: arising upon the following Items:	£.	s.	d.	
Malta: Dredging and Extending Great Harbour - - - - - }	660	-	-	Continued in Estimates 1863-64.
Malta: Forming a Canal - - - - -	1,775	-	-	Postponed; the Expense incurred was for forming a Trench on the Line of Canal as an experiment.
Malta: Naval Prison - - - - -	1,189	-	-	The Expense incurred was for clearing Site and constructing Boundary Walls, &c.; Main Building not commenced.
Malta: Alterations in Bastion - - - - -	362	-	-	Not completed; will be re-voted in 1864-65.
Malta: Alterations and Reconstructions -	726	-	-	Completed with the exception of Work estimated at about 350 l.
Bermuda: Jetty at North End of Breakwater	2,300	-	-	Not commenced, from want of Labour in the Colony.
Bermuda: Rebuilding Residence for Civil Engineer - - - - - }	978	-	-	Postponed; not considered necessary.
Bermuda: Constructing separate Wing to School-house - - - - - }	500	-	-	Not required; another arrangement having been made.
Bermuda: Constructing additional Fire Wells	100	-	-	Not commenced, from want of Labour in the Colony.
Jamaica: Completing Smithery - - - - -	200	-	-	} Postponed; pending decision as to Extension of Smithery.
Jamaica: Foundations for Machinery - - -	200	-	-	
Vancouver's Island: Storehouse - - - - -	407	-	-	Not completed; the Expense incurred is for removal and re-erection of Buildings given up by War Department.
Trincomalee: Additional Coal Store - - -	547	-	-	Suspended by Commander in Chief.
Hong Kong: Permanent Coal Shed, Kowloon	632	-	-	Not completed; Payments made to the extent of the Work done.
Hong Kong: Building for Sawing Machinery	400	-	-	Deferred.
Hong Kong: Footpaths, Curbs, &c. - - -	318	-	-	Completed within the Estimate.
Carried forward - - - £.	11,294	-	-	

EXPLANATORY STATEMENT of the Sums Expended " More or Less " than those Estimated under

[illegible]

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

	£.	s.	d.	
Brought forward - - -	11,294	-	-	
Reduced by the following Excesses :				
Malta : Alterations to Entrance of old Dock - - - }	£. s. d. 192 - -	-	-	The Sum taken was insufficient for the completion of the Work.
Malta : Ordinary Repairs -	125 - -	-	-	Owing to the necessity of cleaning out the Water Tanks and Deposit Wells, the water being unfit for use.
Malta : Capstans and Bollards Malta : Supply of Water to Of- ficers' Houses - - - }	277 - - 128 - -	-	-	Provided in Estimates 1861-62, but not paid for until this year.
Bermuda : Workmen's Cottages	244 - -	-	-	Caused by the withdrawal of Convicts, necessitating the employment of Hired Labour.
Bermuda : Ordinary Repairs -	184 - -	-	-	Owing to additional Works executed at the Officers' Houses, not provided for.
Cape of Good Hope : Construct- ing Coal-shed, Sea-wall, &c. }	355 - -	-	-	Necessary, to avoid a suspension of the Work.
Cape of Good Hope : Alterations and Reconstructions - - }	299 - -	-	-	For additional Works executed at the residence of the Senior Naval Officer, not provided for.
Hong Kong : Ordinary Repairs	291 - -	-	-	For rebuilding Mat Sheds blown down by Typhoon.
Hong Kong : Coal Store -	839 - -	-	-	Provided in Estimates 1861-62, but not paid for until this year.
* Hong Kong : Guard-house and Entrance Gates - - - }	198 - -	-	-	Undertaken consequent on the China War, and approved by Treasury Letter, 29 August 1860.
Shanghai : Repairs and Improve- ments in the Naval Yard - }	373 - -	-	-	Executed under orders of the Commander in Chief.
	3,508	-	-	
	7,786	-	-	
The difference remaining as a Surplus -	84	11	-	Arises from variations, more or less, on other Items.
Surplus on Works - - - £.	7,870	11	-	
Abate :				
Excess, New Machinery - - -	1,096	-	10	Caused by the purchase of Machinery for Foreign Yards, the necessity for which was not apparent when the Estimates were framed.
Net Surplus - - - £.	6,774	10	2	

Excess : incurred in the General Repairs at Halifax and the Cape, beyond the Sum provided; reduced by Savings on the other Items under this division executed within the Estimate.

Excess : incurred on the following Items :	£.	s.	d.	
Malta : Houses for Surgeons and Assistant Dispenser - - - - }	328	-	-	Provided in the Total Estimate, 1863-64, and ordered, to prevent the work being stopped.
Bermuda : Alterations and Reconstructions -	177	-	-	Partly by additional Works ordered by Captain in charge, and partly by increased Expenses in the employment of Hired instead of Convict Labour.
	505	-	-	
Reduced by the Surplus on the Vote for New Wash-house, Malta - - - }	128	-	-	Not completed ; will be re-voted in Estimates for 1864-65.
	377	-	-	
The difference remaining as a Surplus - -	11	14	5	Arises from variations, more or less, on other Items.
Net Excess - - - £.	365	5	7	

Surplus : this Item is expressly provided for any urgent Services that may arise during the year, and which are not foreseen at the time the Estimates are prepared.

* Copy of Application made to the Treasury, and Treasury Reply, appended.

EXPLANATORY STATEMENT of Sums Expended "More or Less" than those Estimated under

Sir,

Admiralty, 31 October 1862.

I AM commanded by my Lords Commissioners of the Admiralty to request you will state to the Lords Commissioners of Her Majesty's Treasury, that it is found to be absolutely necessary to provide an additional hydraulic press and cranes for Woolwich Yard, in order to proceed with the armour-plating of the "Caledonia."

These machines will cost about 2,300*l.*, but as no specific provision has been made for them in the Estimates of the present year, my Lords request the authority of the Treasury for the purchase, observing that the expense is proposed to be charged to Vote 11, which Vote it is believed will not be exceeded.

As the matter is urgent, in order to prevent delay in plating the "Caledonia" and other ships, my Lords request to be furnished with an early reply.

The Secretary of the Treasury.

I am, &c.
(signed) *W. G. Romaine.*

Sir,

Treasury Chambers, 7 November 1862.

WITH reference to your letter of the 31st ultimo, I am desired by the Lords Commissioners of Her Majesty's Treasury to state, for the information of the Lords Commissioners of the Admiralty, that they approve of the purchase of an additional hydraulic press and cranes for Woolwich Dockyard, at the estimated cost of 2,300*l.*, the same to be charged to Vote 11, as proposed.

The Secretary to the Admiralty.

I am, &c.
(signed) *Geo. A. Hamilton.*

Sir,

Admiralty, 11 June 1861.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of the Treasury, that my Lords have directed the sum of 5,000*l.* for providing an iron caisson for Sheerness Dockyard, to be charged to the aggregate Vote 11, postponing other services, so as not to create an excess.

The Secretary of the Treasury.

I am, &c.
(signed) *W. G. Romaine.*

Sir,

Treasury Chambers, 25 June 1861.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 11th instant, reporting that the Lords Commissioners of the Admiralty have directed the sum of 5,000*l.* for providing an iron caisson for Sheerness Dockyard, to be charged to the aggregate Vote 11, postponing other services, so as not to create an excess; and their Lordships have directed me to signify to you their approval of the course which has been adopted by the Board of Admiralty.

The Secretary of the Admiralty.

I am, &c.
(signed) *Geo. A. Hamilton.*

Sir,

Admiralty, 3 November 1862.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you that certain alterations are now in progress at Keyham Steam Basin, by which it is intended that vessels of great length, such as the "Warrior," &c., may be admitted into the south entrance at any high water. These vessels are of such length that they will extend beyond the inner caisson of the south entrance. It is clear, therefore, that when admitting them, the water in the south basin must be reduced to the level of the tides, and should this occur at neap tides, any vessels of great draft of water lying in the basin would necessarily take the ground.

The south basin is now dry, and must so continue for some months for completing the work now in progress, and the opportunity is favourable for deepening the basin so as to obviate the inconvenience above referred to. Parties who have been called upon to submit tenders for the work, having had an opportunity of inspecting the nature of the ground, say favourable tenders have been obtained; but if the work is done at some future time, when the nature of the ground is not capable of inspection, water being in the basin, tenders so favourable will not be obtained.

The

each of the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

The basin may now be deepened for Government for about 5,580 *l.*, but if deferred, a much larger expense will have to be incurred, besides the inconvenience of again drying the basin, and then crippling the resources of the yard.

In the Estimates for this year, a sum of 3,945 *l.* is provided for deepening the Steam Basin at Portsmouth. Tenders have been obtained; but the lowest sum at which the work can be done at, which is 6,000 *l.*, and there must be a difficulty in removing the water for the present, there being no connection between the basin and the pumps now working in No. 11 Dock. Next year, however, it will probably be required to remove the caisson for deepening the basin. It would appear, then, that the present time is favourable for deepening the south basin, because the work can be done at a much less cost than at a future time, and that this is not the most favourable time for deepening the Portsmouth Basin.

Having stated the above reasons for their Lordships' desire to proceed with the deepening of Keyham Basin instead of that at Portsmouth, I am desired to request that you will move the Lords Commissioners of the Treasury to signify their early concurrence in the commencement of this work at once (to be charged to Vote 11, which will not, it is expected, be exceeded). This work at Portsmouth being postponed, and provided for in next year's Estimates, my Lords would add that it is of great importance that this work should be commenced at once, in order that the basin at Keyham may be again available at the earliest date possible.

The Secretary of the Treasury.

I am, &c.
(signed) C. Paget.

Sir,

Treasury Chambers, 8 November 1862.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 3d instant, on the subject of deepening the south basin at Keyham Yard; and their Lordships desire me to state, for the information of the Lords Commissioners of the Admiralty, that they approve of the immediate commencement of the proposed work, at the estimated cost of 5,580 *l.*, to be charged to Vote 11, on the understanding that the works connected with the deepening of the steam basin at Portsmouth are postponed, and provided for in next year's Estimates.

The Secretary to the Admiralty.

I am, &c.
(signed) Geo. A. Hamilton.

Sir,

Admiralty, 17 August 1860.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Lords Commissioners of the Treasury, that in the Estimates of this year my Lords have only available the sum of 3,500 *l.* for work at Hong Kong, but that they have been obliged to authorize works at that station which will amount to 10,777 *l.*, which sum my Lords propose, with the sanction of the Treasury, to charge to the aggregate Vote 11.

The Secretary to the Treasury.

I am, &c.
(signed) W. G. Romaine.

Sir,

Treasury Chambers, 29 August 1860.

WITH reference to your letter of the 17th instant, E., stating that the Lords Commissioners of the Admiralty have only available the sum of 3,500 *l.* for works at Hong Kong, whilst they have been obliged to authorize an expenditure of 10,777 *l.*, which it is proposed to charge to the aggregate Vote 11, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you, for their Lordships' information, that the Vote of Credit on account of the naval and military operations in China will be applied, on the principle laid down in the Treasury Minute of 24th February 1852, towards defraying the expenses of the expedition beyond the ordinary grants for Navy and Army Services for 1860-61.

A distinct account should therefore be kept of all extraordinary expenditure connected with the expedition, in order that any deficiency in the ordinary grants arising therefrom may be charged to the special Vote.

I am, therefore, to request that so much of the expenditure of 10,777 *l.* above mentioned as is of an extraordinary character, arising from the operations in China, may be debited to the account of the expenses of the expedition; and to state that until that account is adjusted, the sum in question will remain a charge against Vote 11, as proposed.

The Secretary to the Admiralty.

I am, &c.
(signed) Geo. A. Hamilton.

EXPLANATORY STATEMENT of the Sums Expended "More or Less" than those Estimated under each o

HEADS OF SERVICE.	EXPENDITURE, 1862-63.			ESTIMATE, 1862-63.			EXPENDITURE											
							Less than Estimate.			More than Estimate.								
VOTE No. 12.																		
MEDICINES, &c.																		
Hospital and Infirmary Provisions	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.			
and Stores - - - - -	29,876	11	4															
Issues for the Medical Service	-	8,846	12	4														
		38,723	3	8														
Abate,—																		
Issues for other Branches of the Naval Service, other Departments, &c.	-	1,120	2	2														
					37,603	1	6		37,500	-	-	-	-	103	1	6		
Medicines and Chemicals - -	-	8,574	13	3														
Surgical Instruments - - -	-	371	2	4														
					8,945	15	7		9,700	-	-	754	4	5	-	-		
Subsistence, &c. of Seamen at Sick Quarters - - - - -	-	18,723	19	8														
Miscellaneous Disbursements, Medical Service - - - - -	-	1,412	2	7														
					20,136	2	3		18,800	-	-	-	-	1,336	2	3		
	£.				66,684	19	4		66,000	-	-	754	4	5	1,439	3	9	
Deficiency - - - - -										£. 684 19 4			£. 684 19 4					
VOTE No. 13.																		
MISCELLANEOUS SERVICES.																		
Pilotage - - - - -					10,517	10	5		10,000	-	-	-	-	517	10	5		
Commanders-in-Chief, Expenses, &c.	-				3,759	15	5		4,000	-	-	240	4	7	-	-		
Courts Martial - - - - -	-				1,435	3	2		700	-	-	-	-	735	3	2		
Passage Money, Naval - - - - -	-				35,404	12	11		25,000	-	-	-	-	10,404	12	11		
Telegraphic Communications - - - - -	-				6,259	5	3		6,100	-	-	-	-	159	5	3		
Compensation to Officers, &c., for Losses by Ship- wreck, &c.	-				1,182	16	1		1,500	-	-	317	3	11	-	-		
Contribution in aid of Sailors' Homes - - -	-				1,006	-	-		1,600	-	-	594	-	-	-	-		
Per-centage to Banks, &c. - - - - -	-				1,471	-	6		2,400	-	-	928	19	6	-	-		
Carried forward - - - £.					61,036	3	9		51,300	-	-	2,080	8	-	11,816	11	9	

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Excess. This is merely the difference between an estimated and an actual Expenditure.

Surplus, caused by less having been paid for Medicines, principally Quinine, in consequence of a difference in the general character of Diseases treated; also by less having been required for Leeches and Surgical Instruments than was estimated for.

Excess. Occasioned by larger claims from Surgeons and Agents, for Medical Attendance on Coastguard men consequent upon increased sickness; the men attended include those employed on shore, and those sent to sick quarters from 11 district Coastguard ships, and their numerous tenders, stationed at ports where there are no Naval Hospitals

Excess: arising from the actual Expenditure having exceeded the Estimate, which was based upon the average payments of the three preceding years.

Surplus: arising from the actual Expenditure having fallen short of the Estimate, which was based upon the average payments of the three preceding years.

Excess: arising from the actual Expenditure having exceeded the Estimate, which was based upon the average payments of the three preceding years.

Excess: arising from the claims, at high rates of charge, for Passages of Officers, &c. to and from the China Station, having been more numerous than were provided for in the Estimates based upon the average Expenditure of the previous three years; and from a charge, which could not be foreseen at the time the Estimates were framed, for bringing home the Officers and Crew of Her Majesty's Ship "Pantaloön," ordered to be repaired at Bombay.

Excess: caused by the Expenditure for casual Telegraphic Communications having exceeded the Estimate, which was based on the average payments of the three preceding years.

Surplus: arising from the actual Expenditure having fallen short of the Estimate, which was based upon the average payments of the three previous years.

Surplus: occasioned by fewer Contributions having been made in aid of Charitable Institutions than were provided for.

Surplus: arising from a smaller Expenditure having sufficed than was estimated, owing to arrangements securing more advantageous terms for the public than heretofore, in respect of the rates of per-centage paid to the various Banks.

EXPLANATORY STATEMENT of the Sums Expended "More or Less" than those Estimated under each of

HEADS OF SERVICE.	EXPENDITURE, 1862-63.	ESTIMATE, 1862-63.	EXPENDITURE			
			Less than Estimate.		More than Estimate.	
VOTE No. 13— <i>continued.</i>						
MISCELLANEOUS SERVICES— <i>continued.</i>	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
Brought forward - - -	61,036 3 9	51,300 - -	2,080 8 -	11,816 11 9		
Medals for Seamen and Marines - - -	6,462 4 11	7,600 - -	1,137 15 1	- - -		
Maintenance of a Floating Light Vessel at the Warner - - - - -	370 - -	370 - -	—	—		
Compensation for damage sustained by the "Daniel Webster" - - - - -	937 10 -	937 10 -	—	—		
Rewards for Services against Pirates - - -	2,200 - -	2,200 - -	—	—		
Subsistence of Officers superintending Ships building by Contract - - - - -	1,975 19 3	2,000 - -	24 - 9	- - -		
Lewes Naval Prison - - - - -	3,437 4 10	2,500 - -	- - -	937 4 10		
Conveyance of Prisoners between Gaol and Her Majesty's Ships - - - - -	1,225 16 7	800 - -	- - -	425 16 7		
Contingencies :	£. s. d.					
Hire of Ships and Vessels - -	381 7 9					
Freight of Specie - - -	83 5 5					
Assistance rendered to Her Ma- jesty's Ships in distress - -	773 2 4					
Compensation for damage done by Her Majesty's Ships - -	3,808 16 2					
Allowances to Masters in charge of Gunners' Stores - -	125 15 -					
Raising Men - - - -	117 18 2					
Miscellaneous Payments - -	24,960 18 -					
	30,251 2 10	31,000 10 -	749 7 2	- - -		
£.	107,896 2 2	98,708 - -	3,991 11 -	13,179 18 2		
Deficiency - - -	£. 9,188 2 2		£. 9,188 2 2			
VOTE No. 14.						
HALF PAY, &c.						
Half Pay - - - - -	694,912 - 8	702,308 - -	7,395 19 4	- - -		
£.	694,912 - 8	702,308 - -	7,395 19 4	—		
Saving - - - - -	£. 7,395 19 4		£. 7,395 19 4			
VOTE No. 15.						
MILITARY PENSIONS, &c.						
Pensions for Good and Meritorious Services - -	5,896 - 10	6,150 - -	253 19 2	- - -		
Pensions for Conspicuous Bravery - - - -	158 19 3	160 - -	1 - 9	- - -		
Carried forward - - - £.	6,055 - 1	6,310 - -	254 19 11			

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

CAUSES OF VARIATION.

Surplus, arising from a smaller Expenditure than was estimated having sufficed for Engraving and Mounting the Medals distributed to the Fleet for the late War in China.

Surplus. This is merely a fractional difference.

Excess, caused by the Expenditure for the maintenance of this Establishment having been greater than that estimated for; as being the first year of the formation of the Establishment, no accurate data existed for framing the Estimate for such charges.

Excess, arising from the Expenditure for the Conveyance of Prisoners having been greater than that estimated for; this being the first year both of the establishment of a Naval Gaol and of a separate Estimate being made for such charges.

Surplus, arising from the actual Expenditure for Compensation for damage done by Her Majesty's Ships having fallen short of the Estimate, which was based upon the average payments of the three preceding years.

Surplus, occasioned by a less number of Officers being placed on Half Pay than was provided for upon the usual basis on which the Estimate was framed.

Surplus, arising from Pensions not having been claimed within the Year in which they were due and provided for.

Surplus. This is merely a fractional difference.

EXPLANATORY STATEMENT of the Sums Expended "More or Less" than those Estimated under each of

HEADS OF SERVICE.	EXPENDITURE, 1862-63.	ESTIMATE, 1862-63.	EXPENDITURE			
			Less than Estimate.		More than Estimate.	
VOTE No. 15—continued.						
MILITARY PENSIONS, &c.—continued.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	
Brought forward - - -	6,055 - 1	6,310 - -	254 19 11		—	
Flag Officers Retired Service Pensions - - -	1,500 - -	1,500 - -	—		—	
Pensions to Commissioned and Warrant Officers -	34,805 10 7	36,202 - -	1,396 9 5		- -	
Pensions to Relatives of Officers Slain - - -	9,841 16 6	10,661 - -	819 3 6		- -	
Pensions to Widows of Naval Officers - - -	152,375 13 1	160,495 - -	8,119 6 11		- -	
Pensions to Widows of Marine Officers - - -	10,645 12 2	11,392 - -	746 7 10		- -	
Compassionate List - - - - -	12,808 2 -	14,000 - -	1,191 18 -		- -	
Bounty to Chaplains - - - - -	41 17 6	45 - -	3 2 6		- -	
Pensions to Old and Disabled Commissioned Officers } (Out Pensions of Greenwich Hospital) - - }	4,290 16 7	4,269 10 -	- -		21 6 7	
Pensions and Gratuities to Seamen and Marines } (Out Pensions of Greenwich Hospital) - - }	236,519 15 11	236,161 10 -	- -		358 5 11	
£.	468,884 4 5	481,036 - -	12,531 8 1		379 12 6	
Saving - - -	£. 12,151 15 7		£. 12,151 15 7			
VOTE No. 16.						
CIVIL PENSIONS, &c.:						
	£. s. d.					
Pensions, Civil, Salaried Officers -	83,658 11 10					
Pensions, Civil, Artificers - -	74,844 8 9					
	158,503 - 7	171,749 18 8	13,246 18 1		- -	
Pensions, Civil, Coast Guard - - - - -	22,956 5 10	22,282 1 4	- -		674 4 6	
Pensions, Civil, Police - - - - -	200 12 11	250 - -	49 7 1		- -	
£.	181,659 19 4	194,282 - -	13,296 5 2		674 4 6	
Saving - - -	£. 12,622 - 8		£. 12,622 - 8			

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued*.

CAUSES OF VARIATION.

Surplus. These surpluses are occasioned by the Death of Pensioners, and from Pensions Unclaimed.

Surplus: arising from the Grants of the Compassionate Allowance having been Less than Provided for.

Surplus: arising from the Death of the Recipient before the close of the Year.

Excess. The Difference necessarily arising between Expenditure and Estimate, from Casualties amongst a large and fluctuating number of Pensioners.

Surplus: arising from casualties by Deaths.

Excess. The list of Civilians in the Coastguard is in course of Reduction, and their places are supplied by men on the Effective List Afloat.

Surplus: arising from Casualties by Deaths.

EXPLANATORY STATEMENT of the Sums Expended "More or Less" than those Estimated under each of

HEADS OF SERVICE.	(A.) EXPENDITURE, 1862-63.			Abate,— Amount included in Column (A.) on Account of China War Expenditure. Defrayed out of the Vote of Credit for the China War.			Net Ordinary Naval Expenditure.			ESTIMATE, 1862-63.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
VOTE No. 17.												
ARMY DEPARTMENT.—CONVEYANCE OF TROOPS:												
Freight, &c., of Ships on Monthly Pay - - -	420,987	5	10	339,777	3	-	81,210	2	10	42,450	-	-
Conveyance of Troops, Abroad and Homeward -	58,764	3	9	7,172	12	2	51,591	11	7	7,750	-	-
Coals for Steam Transports and Freight Ships - -	7,264	12	2	3,240	7	4	4,024	4	10	-	-	-
Freight of Army Stores, Abroad and Homeward -	97,625	18	5	14,836	7	4	82,789	11	1	50,000	-	-
Intercolonial Conveyance of Troops - - -	46,501	17	7	7,968	15	7	38,533	2	-	20,000	-	-
Intercolonial Freight of Army Stores - - -	12,349	11	6	1,806	7	-	10,543	4	6	4,000	-	-
Freight of Ships on Short Services - - - -	9,337	4	6	-	-	-	9,337	4	6	9,500	-	-
Passage Money, Army - - - - -	61,807	1	2	3,493	19	-	58,313	2	2	35,000	-	-
Fitting Transports and Freight Ships - - -	3,480	15	4	3,293	2	-	187	13	4	500	-	-
Carried forward - - - £.	718,118	10	3	381,588	13	5	336,529	16	10	169,200	-	-

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

EXPENDITURE						CAUSES OF VARIATION.
Less than Estimate.			More than Estimate.			
£.	s.	d.	£.	s.	d.	
-	-	-	38,760	2	10	{ Excess, occasioned by the detention of Steam Transports in Canada, and the employment at New Zealand of a Steamer for Army (Transport) Service, in consequence of the Hostilities in that Colony.
-	-	-	43,841	11	7	
-	-	-	4,024	4	10	{ Excess, caused by payment of arrear Claims preferred by the War Department for Transport Expenses incurred in the Crimea during the Russian War, and for the Conveyance of a Battery of Artillery to Sydney; by the Expense of bringing home Troops from Canada, part of which had been provided for in the Supplementary Estimate for 1861-62, but the payments did not take place in that year, and the remainder caused by the Conveyance of Troops home from that Station in excess of the Services upon which the Estimate was based; also by the Expense of bringing small detachments of Troops and Invalids from other Foreign Stations considerably exceeding the Sums provided, owing to the circumstance that these unforeseen Homeward Services, which are effected through the Agency of the Commissariat Officers at Foreign Stations, proved in the Year 1862-63 to be considerably in excess of Services of a similar character in former Years.
-	-	-	32,789	11	1	
-	-	-	18,533	2	-	{ Excess, arising from Expenditure on account of Coals required for the Voyage home of the Steam Transports detained in Canada, which would have been paid in the previous Year had the Ships returned in time.
-	-	-	6,543	4	6	
162	15	6	-	-	-	{ Excess, occasioned by the freight of Army Stores to Canada, provided for in the Supplementary Estimate of 1861-62, but Payment for which did not take place within that Financial Year, and further Shipments to that place owing to the detention of the Troops in the Colony; by the Payment of Claims preferred by the War Department for Freight of Coals and other Army Stores paid for by the War Office in prior Years, but claimed this Year of the Naval Department.
-	-	-	23,313	2	2	
-	-	-	312	0	8	{ Excess, caused by the Payment of Claims preferred by the War Department for Expenses of Troop Services in New Zealand, of which no knowledge existed in the Naval Department when the Estimate was framed.
-	-	-	-	-	-	
475	2	2	167,804	19	-	{ Excess, arising from the same cause as that mentioned in the Observation immediately preceding, together with an increase of Shipments to and from Ports in China and Canada, not known when the Estimate was framed.
-	-	-	-	-	-	{ Surplus. This is merely the difference between Estimated and Actual Expenditure.
-	-	-	-	-	-	
-	-	-	-	-	-	{ Excess, caused by the Payment of Arrear Claims preferred by the War Department for Passage Money of Officers during the Russian War.
-	-	-	-	-	-	
-	-	-	-	-	-	{ Surplus, occasioned by Engagements of Freight made subsequently to the Estimate being framed at Rates inclusive of the Cost of Fittings.
-	-	-	-	-	-	
-	-	-	-	-	-	

EXPLANATORY STATEMENT of the Sums Expended "More or Less" than those Estimated under each of

HEADS OF SERVICE.	(A.) EXPENDITURE, 1862-63.	Abate,— Amount included in Column (A.), on Account of China War Expenditure. Defrayed out of the Vote of Credit for the China War.	Net Ordinary Naval Expenditure.	ESTIMATE, 1862-63.
VOTE No. 17.				
ARMY DEPARTMENT.—CONVEYANCE OF TROOPS—continued.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Brought forward - - -	718,118 10 3	381,588 13 5	336,529 16 10	169,200 - -
Bedding and other Stores for Troops - - -	6,918 5 3	3,551 8 8	3,366 16 7	9,500 - -
Forage and Stores for Horses - - - - -	20 17 8	- - -	20 17 8	250 - -
Pay to Agents for Transports afloat - £. 1,166 3 8				
Contingencies - - - ditto - - - 175 - 7	1,341 4 3	165 11 -	1,175 13 3	500 - -
Provisions, &c. for Troops - - - - -	29,352 4 1	16,183 9 11	13,168 14 2	7,800 - -
	755,751 1 6	401,489 3 -	354,261 18 6	187,250 - -
Abate;—Credit,				
Mess Allowances to Army Officers, &c. - -	1,117 18 1	4,390 6 10	5,508 4 11	1,400 - -
£.	754,633 3 5	405,879 9 10	348,753 13 7	188,650 - -
Deficiency - - - - -	- - -	- - - £.	160,103. 13. 7.	

Copy of application made to the

	£. s. d.
Balances Irrecoverable - - - - -	168 2 11

the Subdivisions of the Votes included in the foregoing Statement, &c.—*continued.*

EXPENDITURE				CAUSES OF VARIATION.		
Less than Estimate.			More than Estimate.			
£.	s.	d.	£.	s.	d.	
475	2	2	167,804	19	-	
6,133	3	5	-	-		Surplus, caused by it having been found unnecessary to purchase as much new bedding as was provided for, the returned Bedding having been made available.
229	2	4	-	-		{ Surplus. The usual average provision was made for the cost of Forage that might be conveyed in Her Majesty's troop ships or otherwise, but the actual expense incurred within the year proved less than the sum taken for the purpose.
-	-	-	675	13	3	Excess, caused by the employment of agents on board the Transports detained in Canada.
-	-	-	5,368	14	2	Excess, occasioned by more Troops having been actually conveyed, inter-colonially, in Her Majesty's ships than were provided for in the Estimate.
6,837	7	11	173,849	6	5	
6,908	4	11	-	-	-	Surplus, arising from a larger repayment from the War Office on account of Officers' mess contributions than was allowed credit for when the Estimate was framed.
13,745	12	10	173,849	6	5	
£. 160,103. 13. 7.						

Treasury, and Treasury reply, appended.

Excess, arising from money lost in the wreck of Her Majesty's ship "Orpheus;" amount overpaid to a contractor at Hong Kong for hire of cargo boats; and money stolen from the public chest of Her Majesty's ship "Vindictive."

Sir,

Admiralty, 12 February 1863.

WITH reference to your letter of the 3d instant, No. 1,597, I am commanded by my Lords Commissioners of the Admiralty to request you will state to the Lords Commissioners of Her Majesty's Treasury, that the Excess upon Vote No. 17, for Transport Services, if all the claims in office are disposed of this year, 1862-63, will amount to 168,194*l.*, part of which has already been paid and charged to the year.

It does not therefore appear to my Lords that any part thereof could properly be included in the Navy Estimates for 1863-64, more especially as these Estimates are already printed for the House of Commons; the Excess has already taken place upon the Vote to the extent of about 60,000*l.*, and if any further payments are made before the 31st March, that Excess must still further be increased; and as it is by no means certain, on account of pressing claims, whether there will be a surplus upon the aggregate Votes of 1862-63 sufficient to cover the Excess, my Lords would submit whether a Supplementary Estimate for 1862-63 should be laid before Parliament for 175,000*l.*, to include the additional cost for New Zealand, or whether the claims now in office should be disposed of before the 31st March next and charged to the Vote for 1862-63, although it will be in Excess possibly of the aggregate Votes for the year, as the exact state of the Expenditure cannot be known until the 30th November next, when any Excess upon Vote No. 17 would have to be voted on the meeting of Parliament in 1864. This latter course has reference to the Minute of the Lords of the Treasury on the 26th clause of the Appropriation Act, lately promulgated.

My Lords desire it to be clearly understood that this Excess is quite irrespective of the very heavy claims which have lately been made on this department, on account of China, from the India and War Departments relating to former years.

The Secretary to the Treasury.

I am, &c.
(signed) C. Paget.

My Lord,

Treasury Chambers, 23 February 1863.

THE Lords Commissioners of Her Majesty's Treasury have had before them your letter of the 12th instant, on the subject of the Excess on Vote No. 17, for Transport Services, and proposing that a Supplementary Estimate for 1862-63 should be laid before Parliament for 175,000*l.*; and I am directed by their Lordships to acquaint you, for the information of the Lords Commissioners of the Admiralty, that my Lords consider it very inexpedient to submit to Parliament, especially at a very late period of the financial year, Supplementary Estimates for expenditure not provided for in the ordinary Estimates, except in cases of emergency, when it may be necessary to obtain a Vote of money for unforeseen services.

In the present case it appears that the Estimate proposed would be for charges already incurred, and in part for charges of very old date, the Votes for which would be for the purpose of re-adjusting the accounts of money previously spent, and not for obtaining actual supplies from Parliament.

My Lords, moreover, gather from your letter, that in regard to the expenditure of the present year the full amount of the Excess upon Vote No. 17 cannot at present be ascertained, and that the surpluses on other Votes are equally uncertain. They consider therefore that any Estimate which could at present be submitted to Parliament would not be final, and might tend rather to confuse than to keep clear the accounts of Income and Expenditure. On these grounds, my Lords hope that their Lordships of the Admiralty will concur with them in opinion that it will be better to postpone the preparation of an Estimate until, on the final settlement of the accounts of the current financial year, an accurate statement of the amount required to be voted can be framed, when the case can be dealt with in the manner indicated by the recent report of the Committee on Public Accounts.

The Secretary of the Admiralty.

I am, &c.
(signed) F. Peel.

N A V Y.

1862-63.

STATEMENT of the SAVINGS and DEFICIENCIES
upon the GRANTS for NAVY SERVICES, in the
Year ended the 31st day of March 1863; showing
all Cases in which the Navy Department has
obtained the sanction of the Treasury to Expen-
diture not provided for in the Grants for that
Year; together with Copies of the Representations
made to the Treasury by the Board of Admiralty.

(Presented pursuant to Act 25 & 26 Vict. c. 71, s. 26.)

*Ordered, by The House of Commons, to be Printed,
12 February 1864.*

[*Price 6 d.*]

46.

Under 8 oz.

157

C O A L.

RETURN to an Order of the Honourable The House of Commons,
dated 15 February 1864;—*for*,

COPY “ of the REPORTS on the NORTH of ENGLAND and WELSH STEAM
COAL recently Tested at Her Majesty’s Dockyard, *Devonport*.”

Admiralty, }
February 1864. }

C. H. PENNELL,
Chief Clerk.

(*Mr. Lindsay.*)

Ordered, by The House of Commons, to be Printed,
23 February 1864.

COPY of the REPORTS on the NORTH of ENGLAND and WELSH STEAM COAL
recently Tested at Her Majesty's Dockyard, *Devonport*.

H. M. S. "SUPPLY."

REPORT on North Country and Welsh Coal mixed in different Proportion.

Her Majesty's Ship "Supply," Woolwich;
1 December 1863.

Sir,

IN compliance with a memorandum from Commodore Sir F. W. E. Nicolson, dated the 7th of August last, directing experiments being made in Her Majesty's ship "Supply," to ascertain if north country coal in combination with Welsh coal might not be advantageously used for marine purposes, mixed in the proportion of one-third, one-half, and two-thirds, I beg to make the following Report :

1st. The north country coal, mixed with Welsh in proportion of one-third north country to two-thirds Welsh, generated steam as well as Welsh coal, with fewer ashes, owing to the north country coal keeping the Welsh more open, and therefore did not require the same amount of pricking ; the consumption of coal being the same as Welsh.

2d. North country coal, mixed with Welsh in equal proportion, generated steam very well, making a large amount of smoke, and the same amount of clinker as Welsh coal, the consumption being 7 per cent. more than Welsh coal.

3d. North country coal, mixed with Welsh in proportion of two-thirds north country to one-third Welsh, steamed very well, making the same amount of smoke and ashes as north country coal, and consumption 11 per cent. more than Welsh coal.

The best proportion being found to be from one-third to one-half north country coal mixed with Welsh.

I have, &c.
(signed) *Robert Anderson*,
Engineer in Charge.

To Charles Bawden, Esq.,
Master Commanding Her Majesty's Ship "Supply."

H. M. S. "WYE."

REPORT on the Quality of various Proportions of Welsh and North Country Coal.

Her Majesty's Storeship "Wye," Ascension,
22 October 1863.

Sir,

IN compliance with orders from the Lords Commissioners of the Admiralty, dated 7th August 1863, directing a trial to be made of various proportions of Welsh and north country coal, and to report thereon, I have the honour to transmit the following as the result of our observations :

In consequence of our having a large quantity of north country coal on board when the order was received, it has not been practicable to burn a larger quantity, with certainty of its being in exact proportions. One-third Welsh and two-thirds north country : amount of coals used 10 tons, engines working at 57 to 60 revolutions ; burns rapidly, produces a large quantity of dense smoke, ashes and soot, less proportion of clinker ; consumes more than the following proportions, viz., 1,278·6 lbs. per hour, or 4·48 lbs. on indicated horse power ; keeps steam well burning at that rate. Half Welsh and half north country : amount of coals used 10 tons, engines working at 57 to 60 revolutions ; burns less rapidly than the

the above mixture, less ashes and soot, and smoke less dense; average amount of clinker, keeps steam well burning 1,242.5 lbs. per hour, or 4.35 lbs. per indicated horse power. Two-thirds Welsh and one-third north country: amount of coals used 10 tons, engines working at 57 to 60 revolutions; burns less than either of the above proportions for a given amount of work, producing considerably less smoke, ashes and soot, with an increase in the per centage of clinker, keeps steam well burning at the rate of 1,224 lbs. per hour, or 4.29 lbs. per indicated horse power.

In this ship the tubes require cleaning twice in 24 hours with the first mixture to prevent the funnel catching fire, and with the last mixture it has to be done once in 24 hours to prevent a similar result.

I have, &c.

(signed) *V. G. Roberts,*

Commodore A. P. E. Willmot, C.B.,
Senior Officer, West Coast of Africa.

Staff Commander.

H. M. S. "FEARLESS."

Trials of Mixed Coals.

Steam Reserve Office, Her Majesty's Dock-yard,
Sheerness, 15 July 1863.

Sir,

I BEG to enclose copies of trials on Welsh and north country coals made on board Her Majesty's ship "Fearless," agreeably to the Captain Superintendent's letter of the 1st June 1863, and your minute of the 2d June.

Trials were also made of each kind of coal separately, viz., Welsh and north country, to ascertain their respective merits.

The greatest amount of effective pressure has been obtained by the mixture of one-third north country to two-thirds Welsh, with slight increase in the expenditure hardly appreciable. These coals were hand picked, but when contrasted with the third trial, which was made with coals taken indiscriminately, it will be seen that the expenditure was greater, less effective pressure obtained, and a greater amount of ashes than on any other trial.

On the occasion of the second trial, which was made with two-thirds Welsh and one-third north country, not quite so much indicated horse power was obtained as when the coals were mixed in the proportion of one-third Welsh to two-thirds north country.

By reference to the detailed trial appended, No. 2, it will be seen that the force of wind was from four to five, and not a favourable day for obtaining a high rate of revolutions, added to which there was a slight increase in the wheels' immersion; during the whole experiments, steam was kept up more easily when using an admixture in the proportion of two-thirds Welsh to one-third north country.

These experiments have been carefully conducted by Mr. Urquhart, senior chief engineer at this port.

A weighing machine was supplied for accurately weighing the coals, and a counter fitted to register the total number of revolutions of the engines.

It appears to me from these experiments, confirmed by my experience at this place when out on trial with vessels at the measured mile, during the last 12 months, that for economy of fuel, and producing the greatest amount of steam pressure, Welsh coals mixed with north country, in the proportion of two-thirds Welsh and one-third north country, is the best proportion.

I have &c.

(signed) *H. M. Rumble,*

Captain W. King Hall, C. B.
Her Majesty's ship "Cumberland."

Inspector of Machinery Afloat.

Report on Experimental Trials of Welsh and North Country Coals, in Her Majesty's Steam Vessel "Fearless," between 15 June and 9 July 1863.

Number of Trial.	Date of Trial.	Duration of Experiment.	Revolutions.		Height of Steam Gauge.	Height of Barometer.		Weather Barometer.	Mean Pressure in Piston.	Indicated Horse Power.	Coals Consumed.			Per Centage of		Smoke.	DESCRIPTION OF COALS.
			Total Number by Counter.	Per Minute.		Starboard.	Port.				Total Quantity.	Per Hour.	Per Indicated Horse Power per Hour.	Ashes.	Clinker.		
		Hours.							Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.		
1	1863: 15 June -	6	10,863	30.175	9.910	24.71	24.64	30.16	15.915	175.35	5,712	952.	5.431	6.236	.028	{Medium volume of light colour - }	{Welsh: all Russell's Black Vein.
2	22 June -	6	10,544	29.010	10.875	23.56	24.56	30.10	16.563	175.38	5,902	982.66	5.615	7.110	.034	{Somewhat darker than No. 1, also a slight increase in volume - }	{Welsh and North Country: two-thirds Russell's Black Vein, and one-third Buddle's West Hartley.
3	2 July -	6	9,768	27.130	9.328	24.80	24.40	30.66	14.993	148.51	5,488	914.66	6.226	10.500	.028	{Same as No. 1 Black Vein.	{Welsh: all Russell's Black Vein.
4	4 July -	6	11,045	30.680	10.500	25.32	24.46	30.30	16.139	180.73	6,496	1082.66	5.983	5.9	.035	{An increase over No. 2 in colour, with an increase in volume - }	{Welsh and North Country: half Russell's Black Vein, and half Buddle's West Hartley.
5	6 July -	6	10,834	30.095	10.500	25.00	24.35	30.37	16.044	176.2	6,944	1157.33	6.579	9.94	.034	{Nearly as great in volume as No. 6}	{Welsh and North Country: one-third Russell's Black Vein, and two-thirds Buddle's West Hartley.
6	9 July -	6	10,915	30.310	10.000	24.92	24.46	30.39	15.857	175.43	8,064	1344.00	7.664	6.55	.085	{Large volume of black - }	{North Country: all Buddle's West Hartley.
TOTAL - - -			63,969	177.400	61.113	148.31	146.87	-	95.511	1031.57	38,606	6434.31	37.498	46.236	.244		
MEAN - - -			10,661.5	29.566	10.185	24.718	24.478	-	15.918	171.928	6434.33	1072.385	6.249	7.706	.0406		

Steam Reserve Office, Sheerness Dockyard,
15 July 1863.

Jas. Urquhart,
Chief Engineer.

COPY OF INDICATOR DIAGRAMS,

taken on board H.M.S. FEARLESS, 76 H.P. while experimenting on the Admixture of
Welch and North Country Coals, during the months of June and July 1863.

Steam Reserve Office,
Sheerness Yard.
July 13th 1863.

Steam 10½. 4 p.m. June 15th 1863.

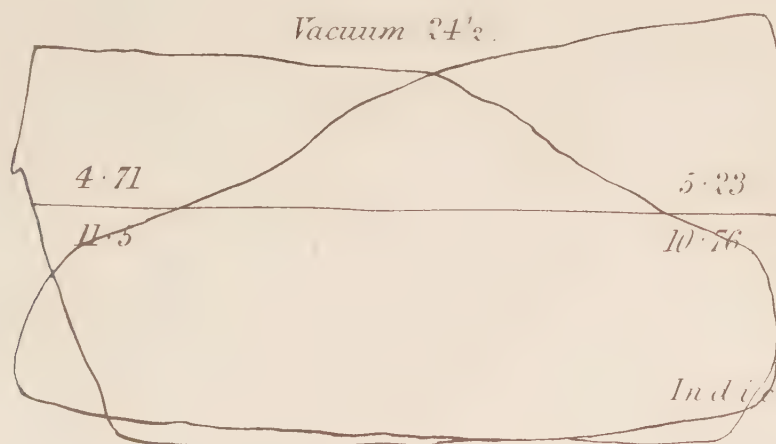
PORT ENGINE.

ALL WELCH COAL.

STARBOARD ENGINE.

Vacuum 24½.

Vacuum 25.



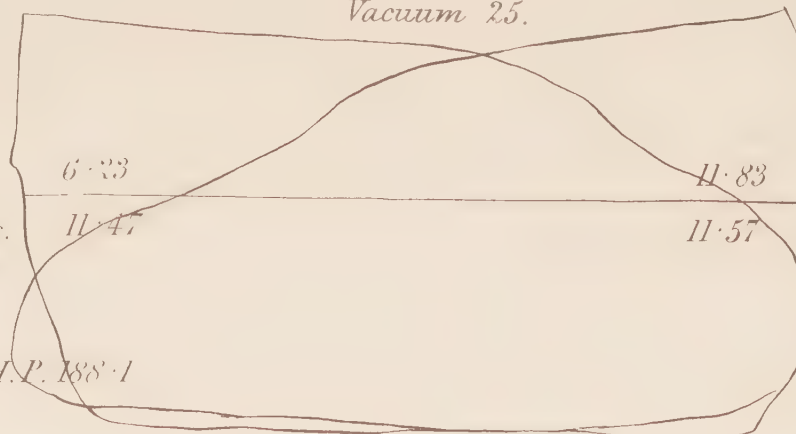
Rev.^s

31.1

M. Press.

16.57

Indicated H.P. 188.1

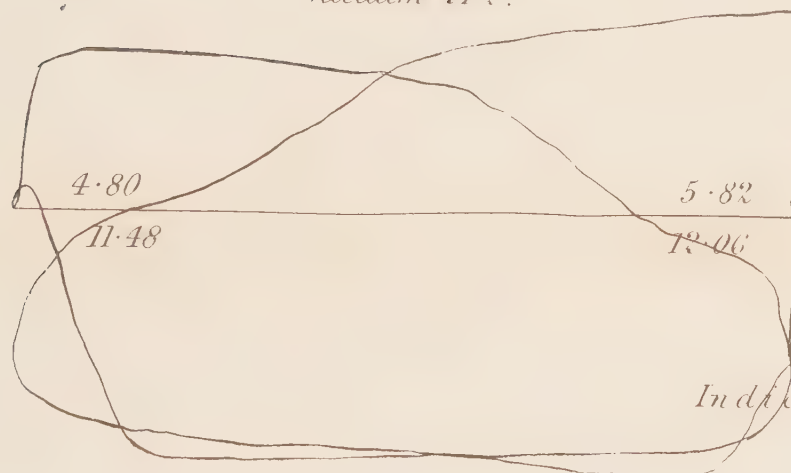


Steam 11¼. 1 p.m. 22nd June.

⅔ WELCH COAL & ⅓ WEST HARTLEY.

Vacuum 24½.

Vacuum 23.



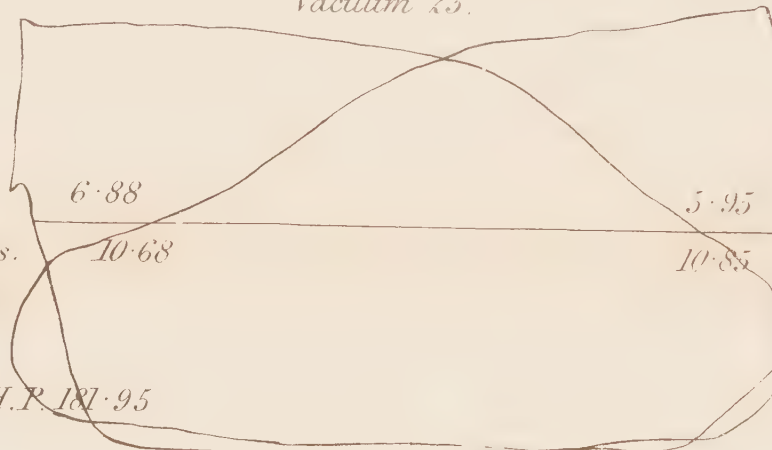
Rev.^s

29.1

M. Press.

17.13

Indicated H.P. 181.95

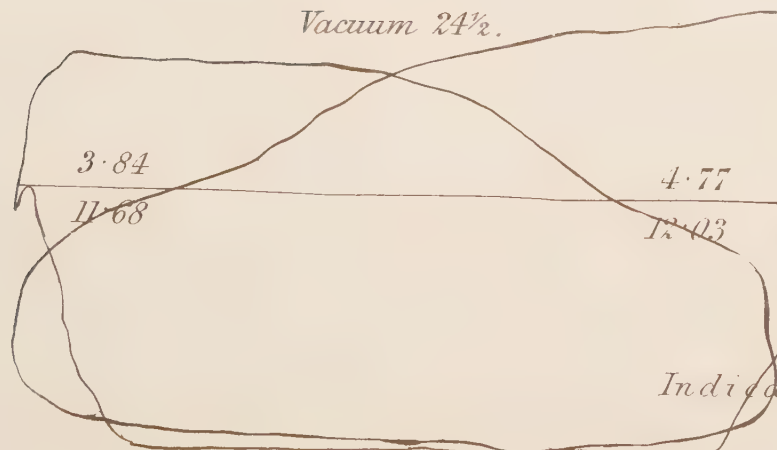


Steam 9½. 4 p.m. 2nd July.

ALL WELCH COAL.

Vacuum 24½.

Vacuum 25½.



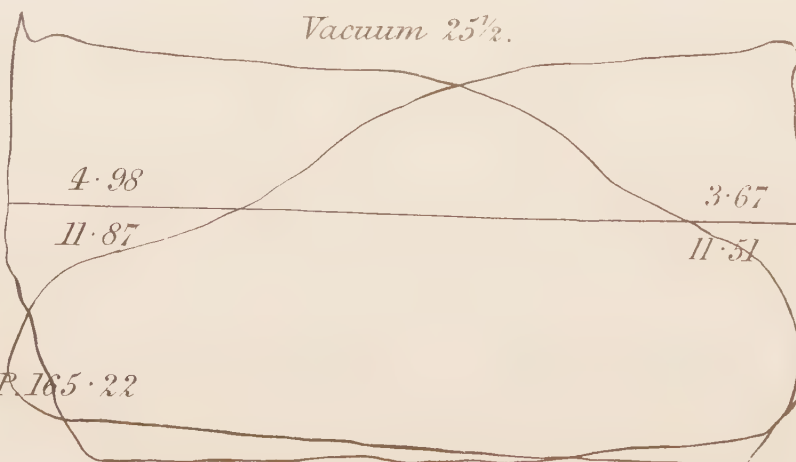
Rev.^s

28.15

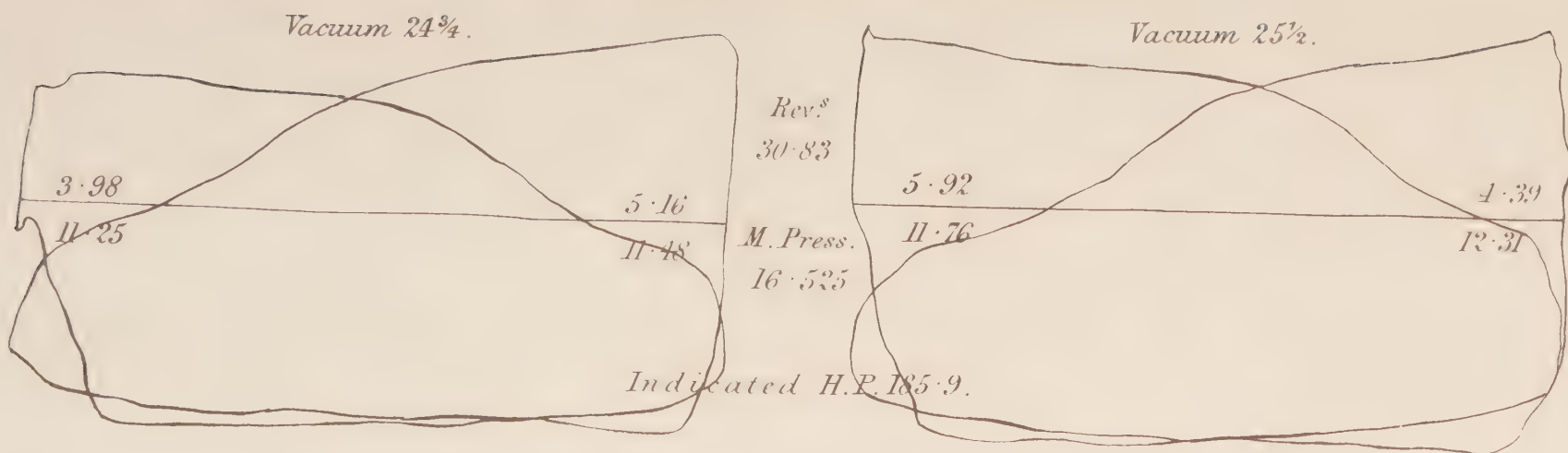
M. Press.

16.08

Indicated H.P. 165.22

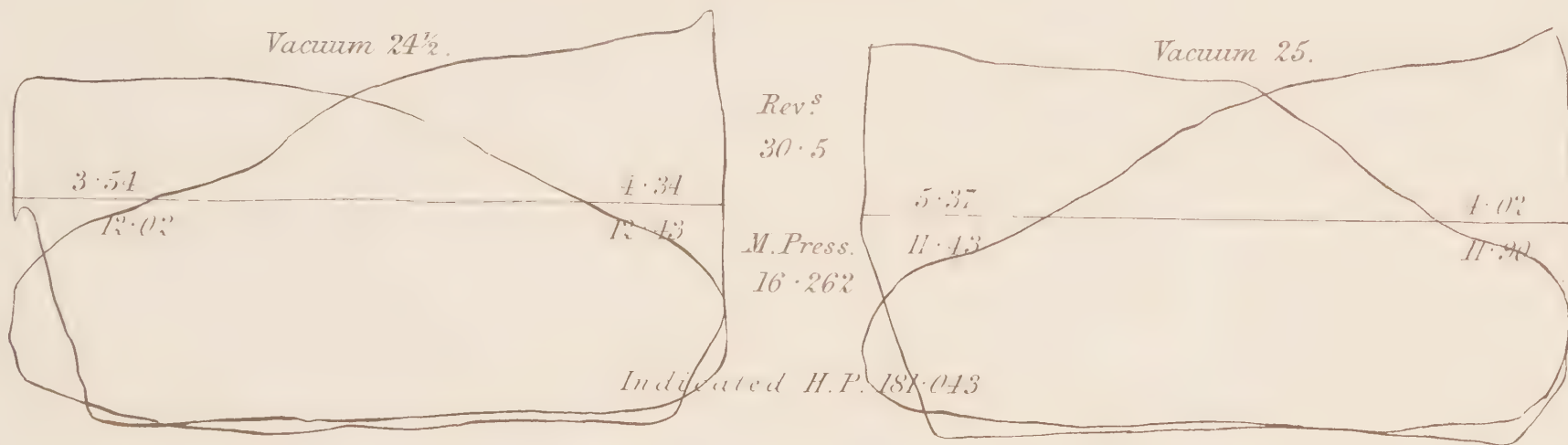


$\frac{1}{2}$ WELCH & $\frac{1}{2}$ WEST HARTLEY.



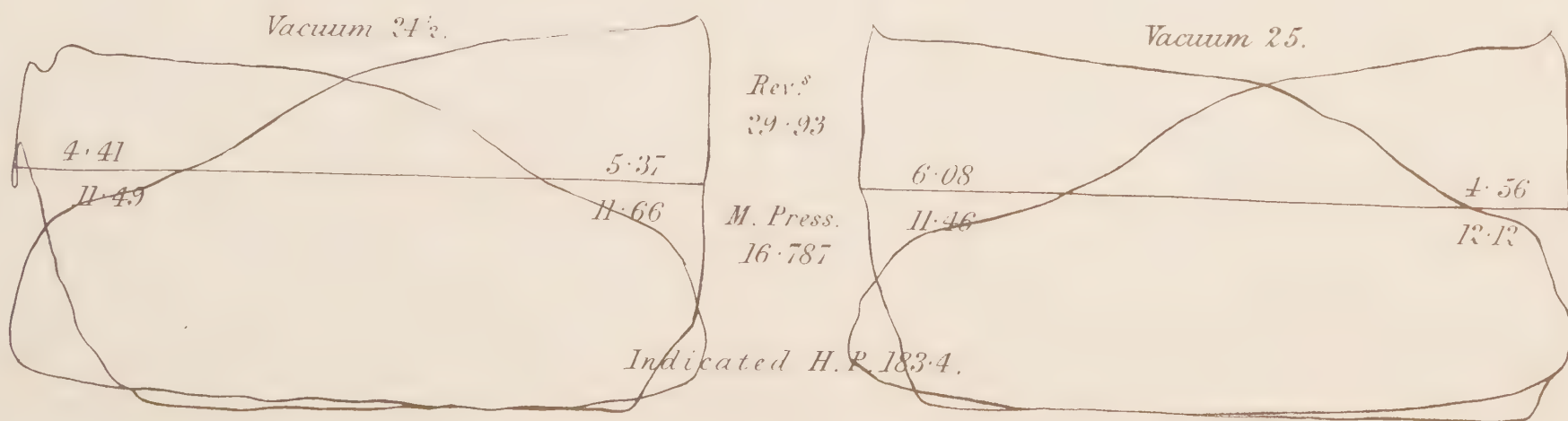
Steam $10\frac{1}{4}$ 3 p.m. 9th July.

ALL WEST HARTLEY COAL.



Steam $11\frac{1}{2}$ 3 p.m. 6th July.

$\frac{1}{3}$ WELCH & $\frac{2}{3}$ WEST HARTLEY.



J. M. Rumble Chief Engineer

App^d

J. M. Rumble

Inspector of
Machinery Afloat.

No. 1.

Her Majesty's Ship "Fearless," 15th June 1863.

TRIAL of Russell's Black Vein Welsh Coals.

Time.	Revolutions		Steam Gauge.	Vacuum.		Mean Pressure.	Indicated Horse Power.	Coals Consumed		Per-centage of		Smoke.
	Per Counter.	Per Minute.		Starboard.	Port.			Per Hour.	Per Indicated Horse Power.	Ash.	Clinker.	
	No.	No.	Inches.	Inches.	Inches.	Lbs.	No.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
10 a.m.	42405	—	—	24	24	—	—	—	—	6.286	.028	Medium volume of light colour.
11 "	44249	30.73	10	25	25	16.25	182.2	1,120	6.141			
12 "	46004	29.25	9½	25	24	15.53	165.9	784	4.726			
1 p.m.	47779	29.59	9¼	25	25	15.55	167.41	1,008	6.021			
2 "	49581	30.03	9½	25	25	15.57	171.27	1,008	5.885			
3 "	51402	30.35	9¾	25	25	16.02	177.43	896	5.05			
4 "	53268	31.1	10½	24	24½	16.57	188.1	896	4.763			
TOTAL -	10863	181.05	58¼	173	172.5	95.49	1052.31	5,712	32.586			
MEAN -	1810.5	30.175	9.916	24.71	24.64	15.915	175.35	952	5.431			

REMARKS.—Fifty minutes from lighting fires to raising steam to 10 lbs. Temperature of water in boilers before lighting fires, 109°. Coals used, 9 cwt. Four cwt. more coals were used before commencing trial in getting under way, &c. Revolutions of engines, 545. Times from getting up steam to starting engines, 25 minutes; to commencing trial, 45 minutes. Twenty minutes elapsed from completing the trial to the moorings. Revolutions, 641. Total quantity of coals used, 3 tons 4 cwt. Weather barometer, 30.16.

Weather very fine, and smooth water.

Jas. Urquhart, Chief Engineer.

No. 2.

Her Majesty's Ship "Fearless," 22d June 1863.

TRIAL of Mixed Coals, in the proportion of Two-thirds Russell's Black Vein, and One-third Buddle's West Hartley.

Time.	Revolutions		Steam Gauge.	Vacuum.		Mean Pressure.	Indicated Horse Power.	Coals Consumed		Per-centage of		Smoke.
	Per Counter.	Per Minute.		Starboard.	Port.			Per Hour.	Per Indicated Horse Power.	Ash.	Clinker.	
	No.	No.	Inches.	Inches.	Inches.	Lbs.	No.	Lbs.	Lbs.	Lbs.	Lbs.	
9 a.m.	67393	—	—	—	—	—	—	—	—	—	—	Somewhat darker than No. 1, also a slight increase in volume.
10 "	69134	29.05	10½	23	24½	16.215	171.9	1,120	6.515	7.110	.034	
11 "	70884	29.133	11	23½	25	16.457	175.05	1,008	5.758			
12 "	72624	29.0	11	23	24½	16.397	175.55	896	5.162			
1 p.m.	74370	29.1	11¼	23	24½	17.13	181.95	1,008	5.539			
2 "	76087	28.61	10½	24½	24½	16.34	170.61	1,008	5.908			
3 "	77837	29.17	11	24½	24½	16.839	179.25	862	4.808			
TOTAL -	10544	174.06	65½	141½	147½	99.378	1052.30	5,902	33.690			
MEAN -	1740.6	29.01	10⅞	23.⅞	24.⅞	16.563	175.383	983.66	5.615			

REMARKS.—Fifty minutes from lighting fires to raising steam to 10 lbs. Temperature of water in boilers before lighting fires, 92°. Coals used, 10 cwt. Three cwt. more coals were used before commencing trial in getting under way. Revolutions, 351. Time from getting up steam to starting engines, 35 minutes; to commencing the trial, 50 minutes. Ten minutes elapsed from completing the trial to the moorings. Revolutions, 154. Total quantity of coals used, 3 tons, 5 cwt. 2 qrs. 22 lbs. Weather barometer, 30.10.

Weather rather unfavourable for the trial. Force of wind, 4 to 5, with a good deal of swell. There was eight tons more coal on board than on the former trial, which accounts for the revolutions being less, although the mean pressure was greater.

Jas. Urquhart, Chief Engineer.

No. 3.

Her Majesty's Ship "Fearless," 2 July 1863.

TRIAL of Welsh Coal (Russell's Black Vein.)

Time.	Revolutions		Steam Gauge.	Vacuum.		Mean Pressure.	Indicated Horse Power.	Coals Consumed		Per-centage of		Smoke.
	Per Counter.	Per Minute.		Starboard.	Port.			Per Hour.	Per Indicated Horse Power.	Ash.	Clinker.	
	No.	No.	Inches.	Inches.	Inches.	Lbs.	No.	Lbs.	Lbs.	Lbs.	Lbs.	
10 a.m.	97527	—	9	—	—	—	—	—	—	—	—	Medium volume. Light colour.
11 "	99130	26·71	7	25	24	12·84	125·18	1,008	8·052	10·5	·028	
12 "	00748	26·96	9½	24½	24½	14·885	146·44	896	6·119			
1 p.m.	02241	24·9	10½	24½	24½	15·95	144·96	896	6·181			
2 "	03858	26·86	10½	24½	24½	15·837	155·17	896	5·774			
3 "	05603	29·21	9	25½	24½	14·455	154·11	896	5·809			
4 "	07295	28·15	9½	25	24½	16·08	165·22	896	5·423			
TOTAL -	9768	162·78	65	149	146·5	90·037	891·08	5,488	37·358			
MEN -	1627·8	27·13	9·3	24·8	24·4	15·006	148·51	914·66	6·226			

REMARKS.—One hour from lighting fires to raising steam to 10 lbs. Temperature of water in boilers before lighting fires, 70°. Coals used, 10 cwt.; 4 cwt. more coals were used before commencing trial, in getting under way. Revolutions of engines, 493. Time from getting up steam to starting engines, 1 hour and 20 minutes; to commencing trial, 1 hour and 40 minutes. Three hundred and eight revolutions of engines from completing trial to the moorings. Total quantity of coals used, 3 tons 3 cwt. Weather barometer, 30·66.

Weather very unfavourable for trial; force of wind from 6 to 7, with a heavy swell; very hard to steam.

Jas. Urquhart, Chief Engineer.

No. 4.

Her Majesty's Ship "Fearless," 4 July 1863.

TRIAL of Russell's Black Vein Welsh Coals, mixed half in proportion with half West Hartley.

Time.	Revolutions		Steam Gauge.	Vacuum.		Mean Pressure.	Indicated Horse Power.	Coals Consumed		Per-centage of		Smoke.
	Per Counter.	Per Minute.		Starboard.	Port.			Per Hour.	Per Indicated Horse Power.	Ash.	Clinker.	
	No.	No.	Inches.	Inches.	Inches.	Lbs.	No.	Lbs.	Lbs.	Lbs.	Lbs.	
10 a.m.	12779	—	10	25	23½	—	—	—	—	5·900	·035	An increase over No. 2 in colour, with an increase in volume.
11 "	14609	30·5	10½	25½	24½	16·147	179·76	1,008	5·607			
12 "	16469	31·00	11	25½	24½	16·385	185·4	1,232	6·650			
1 p.m.	18323	30·9	10½	25½	24½	16·525	185·9	1,120	6·024			
2 "	20173	30·83	11	25½	24½	15·98	180·237	1,232	6·835			
3 "	22012	30·65	10	25½	24½	15·785	176·54	1,120	6·844			
4 "	23824	30·2	10½	25½	24½	16·017	176·56	784	4·44			
TOTAL -	11045	184·08	73·5	177·25	171·25	96·839	1084·397	6,496	35·900			
MEAN -	184·08	30·68	10·5	25·32	24·46	16·139	180·733	1,082·66	5·983			

REMARKS.—Thirty minutes from lighting fires to raising steam to 10 lbs. Temperature of water in boilers before lighting fires, 155°. Coals used, 9 cwt.; 4 cwt. more coals were used before commencing trial. Revolutions of engines, 309. Time from getting up steam to starting engines, 1 hour and 55 minutes; to commencing trial, 2 hours and 10 minutes. Two hundred and eleven revolutions of engines to the moorings. Total quantity of coals used, 3 tons 11 cwt.

Weather fine, with smooth water. Weather barometer, 30·30.

Jas. Urquhart, Chief Engineer.

No. 5.

Her Majesty's Ship "Fearless," 6 July 1863.

TRIAL of Mixed Coals, in the proportion of one-third Welsh (Russell's Black Vein) to two-thirds West Hartley.

Time.	Revolutions.		Steam Gauge.	Barometer.		Mean Pressure.	Indicated Horse Power.	Coals Consumed		Per-centage of		Smoke.
	Per Counter.	Per Minute.		Starboard.	Port.			Per Hour.	Per Indicated Horse Power.	Ash.	Clinker.	
	No.	No.	Inches.	Inches.	Inches.	Lbs.	No.	Lbs.	Lbs.	Lbs.	Lbs.	Nearly as great in volume as No. 6.
11 a.m.	24526	—	10½	25	24	—	—	—	—	—	—	
12 "	26316	29·83	11½	25	24½	15·925	173·4	1,344	7·75	—	—	
1 p.m.	28118	30·03	10½	25	24½	16·27	178·342	1,120	6·28	—	—	
2 "	29920	30·03	10	25	24½	15·92	174·5	1,120	6·419	—	—	
3 "	31716	29·93	10	25	24½	16·787	183·4	1,120	6·116	—	—	
4 "	33545	30·5	10	25	24½	16·16	179·908	1,120	6·225	—	—	
5 "	35360	30·25	11	25	24½	15·20	167·5	1,120	6·698	—	—	
TOTAL -	10834	180·57	73·5	175	170·5	96·262	1057·05	6,944	39·478	—	—	
MEAN -	1805·7	30·095	10·5	25	24·3	16·044	176·175	1157·33	6·579	—	—	

REMARKS.—Forty minutes from lighting fires to raising steam to 10 lbs. Temperature of water before lighting fires, 112°. Coals used, 10 cwt. Five cwt. more coals were used before commencing the trial, for coming alongside Dockyard, and waiting while taking in coals. Revolutions before commencing, 473. Time from getting up steam 3 hours and 10 minutes. Forty minutes from completing trial to coming to the moorings. Revolutions, 958. Coals used, 2 cwt. 1 qr. 23 lbs. Total quantity of coals used, 3 tons. 19 cwt. 1 qr. 23 lbs.

Weather rather unfavourable. Force of wind, 4, with a ground swell. Weather barometer, 30·37.

Jas. Urquhart, Chief Engineer.

No. 6.

Her Majesty's Ship "Fearless," 9 July 1863.

TRIAL of Buddle's West Hartley Coals.

Time.	Revolutions		Steam Gauge.	Barometer.		Mean Pressure.	Indicated Horse Power.	Coals Consumed		Per-centage of		Smoke.
	Per Counter.	Per Minute.		Starboard.	Port.			Per Hour.	Per Indicated Horse Power.	Ash.	Clinker.	
	No.	No.	Inches.	Inches.	Inches.	Lbs.	No.	Lbs.	Lbs.	Lbs.	Lbs.	Large volumes of black.
9 a.m.	39895	—	—	24½	24	—	—	—	—	—	—	
10 "	41774	30·81	11	25	24½	15·935	179·245	1,456	8·123	—	—	
11 "	43573	30·5	9½	25	24½	15·282	170·073	1,344	7·902	—	—	
12 "	45393	30·3	9½	25	24½	15·86	175·6	1,344	7·653	—	—	
1 p.m.	47208	30·25	10	25	24½	15·775	173·064	1,344	7·722	—	—	
2 "	48980	29·53	10	25	24½	16·027	172·758	1,344	7·779	—	—	
3 "	50810	30·5	10	25	24½	16·262	181·043	1,232	6·805	—	—	
TOTAL -	10915	181·89	60	174·5	171·25	95·144	1,052·583	8,064	45·984	—	—	
MEAN -	181·91	30·31	10	24·92	24·46	15·857	175·430	1,344	7·664	—	—	

REMARKS.—Twenty-five minutes from lighting fires to raising steam to 10 lbs. Temperature of water before lighting fires, 155°. Coals used, 9 cwt. Four cwt. more coals were used before commencing trial, in getting under way, &c. Revolutions, 433. Time from getting up steam to starting engines, 1 hour; to commencing trial, 1 hour 15 minutes. One hundred and ninety-seven revolutions of engines from completing trial to taking up moorings. Total quantity of coals used, 4 tons, 5 cwt.

Weather very fine, with smooth water. Rather hard to steam. Weather barometer, 30·39.

Jas. Urquhart, Chief Engineer.

H. M. S. "LUCIFER."

REPORT of Trials with Mixture of North Country and Welsh Coals.

Sir, Reserve Office, Portsmouth, 8 January 1864.

REFERRING to your memorandum of the 1st June last, I beg to forward herewith the result of four trials made on board the "Lucifer," with a mixture of north country and Welsh coals.

The Admiral Superintendent,
Portsmouth Dockyard.

I have, &c.
(signed) *H. Broadhead*,
Captain in charge of Reserve.

No. 1.

TRIAL of Coal, viz., all Ferndale Welsh, on board Her Majesty's Ship "Lucifer," July 24, 1863.

Time.	Steam.	Vacuum.	Revolutions.	Coals used.	Ash made.	Smoke made.	Mean Pressure.	Indicated Horse Power.	Remarks.
Hours.	Lbs.	Inches.	No.	Cwt.	Lbs.		Lbs.		
10	8	27	20	15.1	217	Very little; colour light grey.	14.6	338.2	
11	9	27	20 $\frac{1}{2}$	14.5	100		13.9	322.	
12	9	27	20 $\frac{1}{2}$	14.8	204		13.8	321.	
1	9	27	20 $\frac{3}{4}$	14.2	106		13.8	304.6	
2	9	27	20 $\frac{1}{2}$	14.8	214		15.	356.8	
3	8	27	20	14.7	109		13.5	321.1	
4	9	27	19 $\frac{3}{4}$	14.7	111		13.8	304.3	
5	8 $\frac{1}{2}$	27	20	14.5	187		14.4	333.1	

Average Pressure of Steam - per hour -	8.6 lbs.	Total Amount of Coals burnt -	12,848 lbs.
" Number of Revolutions "	20.15	" Amount of Horse Power developed -	155,086.
" Consumption of Coal "	14.4 cwt.	" Amount of Clinker made -	70 lbs.
" Amount of Ash made -	156 lbs.	" Amount of Soot made -	62 lbs.
" Horse Power - - "	321.74	" Amount of Ashes made -	1,248 lbs.
" Indicated Pressure -	14.1 lbs.		

No. 2.

TRIAL of Coal, viz., half Ferndale Welsh, half Londonderry Hartley, mixed, on board Her Majesty's Ship "Lucifer," August 25, 1863.

Time.	Steam.	Vacuum.	Revolutions.	Coals used.	Ash made.	Smoke made.	Mean Pressure.	Indicated Horse Power.	Remarks.
Hours.	Lbs.	Inches.	No.	Cwt.	Lbs.		Lbs.		
10	9	26	20	12.1	310	Considerably more than on the pre- vious trial.	14.	324.5	
11	8	26 $\frac{1}{2}$	19	14.1	172		12.9	286.	
12	9	26 $\frac{1}{2}$	20	15.2	180		14.9	341.1	
1	9 $\frac{1}{2}$	27	21	14.	96		14.6	355.2	
2	9	26	21 $\frac{1}{2}$	15.8	105		13.4	334.	
3	9	26 $\frac{1}{2}$	20 $\frac{3}{4}$	16.4	157		14.9	358.5	
4	8	26	19	16.	101		13.8	307.2	
5	8	25 $\frac{1}{2}$	20	8.2	91		13.5	311.2	

Average Pressure of Steam - per hour -	8.59 lbs.	Total Amount of Coals burnt -	12,457 lbs.
" Number of Revolutions "	20.18	" Amount of Horse Power developed -	154,674
" Consumption of Coal "	14. cwt.	" Amount of Clinker made -	130 lbs.
" Amount of Ash made "	130 lbs.	" Amount of Soot made -	172 lbs.
" Horse Power - - "	327.4	" Amount of Ashes made -	1,040 lbs.
" Indicated Pressure -	14 lbs.		

No. 3.

Trial of Mixed Coal, viz., one-third Ferndale Welsh, two-thirds Londonderry Hartley, on board Her Majesty's Ship
"Lucifer," August 26, 1863.

Time.	Steam.	Vacuum.	Revolutions.	Coals used.	Ash made.	Smoke made.	Mean Pressure.	Indicated Horse Power.	Remarks.
Hours.	Lbs.	Inches.	No.	Cwt.	Lbs.	Considerable amount of; black.	Lbs.		
10	10	26	20	14.7	310		13.6	315.	
11	10	26	21	14.	170		14.7	357.3	
12	8½	26	20	15.	175		12.4	287.3	
1	7¾	25½	19	15.	100		11.3	248.6	
2	10	26	21½	15.	100		13.1	325.1	
3	10	25½	21	14.6	152		15.	362.9	
4	9½	25½	20½	14.8	101		12.4	289.8	
5	9	26	20	15.	103		13.	301.2	

Average Pressure of Steam - per hour - 9.68 lbs.
 „ Number of Revolutions „ - 20.34
 „ Consumption of Coal - „ - 14.8 cwt.
 „ Amount of Ash made - „ - 152.6 lbs.
 „ Horse Power - „ - 311.9
 „ Indicated Pressure - „ - 13.18 lbs.

Total Amount of Coals burnt - - - 13,226 lbs.
 „ Amount of Horse Power developed - 145,960
 „ Amount of Clinker made - - - 139 lbs.
 „ Amount of Soot made - - - 206 lbs.
 „ Amount of Ashes made - - - 1,221 lbs.

No. 4.

Trial of Coal, viz., all Aberdare Welsh, on board Her Majesty's Ship "Lucifer," October 16, 1863.

Time.	Steam.	Vacuum.	Revolutions.	Coals used.	Ash made.	Smoke made.	Mean Pressure.	Indicated Horse Power.	Remarks.
Hours.	Lbs.	Inches.	No.	Cwt.	Lbs.	Very little; colour light grey.	Lbs.		
10	8½	27½	21½	14.6	142		16.3	399.	
11	9½	27	21½	14.8	81		16.1	407.	
12	8½	26½	21½	14.5	105		15.6	388.	
1	7½	27	20½	15.3	136		14.4	342.	
2	8½	27	20½	16.	94		15.5	369.	
3	9	27	21½	13.2	36		15.1	372.3	
4	9	26¾	21½	13.6	125		14.6	364.2	
5	8	26¾	21½	13.	168		14.8	365.5	

Average Pressure of Steam - per hour - 8.61 lbs.
 „ Number of Revolutions „ - 21.2
 „ Consumption of Coal - „ - 14.41 cwt.
 „ Amount of Ash made - „ - 216 lbs.
 „ Horse Power - „ - 349.8
 „ Indicated Pressure - „ - 14.25 lbs.

Total Amount of Coals burnt - - - 12,903 lbs.
 „ Amount of Horse Power developed - 166,591
 „ Amount of Clinker made - - - 379 lbs.
 „ Amount of Soot made - - - 99 lbs.
 „ Amount of Ashes made - - - 1,727 lbs.

TABLE of Trials, No. 1.

	No. 1. July 24. All Welsh.	No. 2. August 25. Half Welsh, Half North Country.	No. 3. August 26. One-third Welsh, Two-thirds North Country.	No. 4. October 16. All Welsh.
Coals used during eight hours' trial -	12,848 lbs.	12,457 lbs.	13,226 lbs.	12,903 lbs.
Amount of Ashes made in same time	1,248 „	1,040 „	1,221 „	1,727 „
Ditto - Clinkers - ditto -	70 „	130 „	139 „	379 „
Ditto - Soot - - ditto -	62 „	172 „	206 „	99 „
Ditto - Horse Power developed	155,086	154,674	145,960	166,591
Consumption of Coal per Horse Power per hour.	4.97 lbs.	4.83 lbs.	5.44 lbs.	4.65 lbs.
Amount of Horse Power for 1 lb. of Coal.	12.0 „	12.4 „	11.0 „	12.9 „
Ditto - Ashes - - ditto -	.099 „	.083 „	.092 „	.134 „
Ditto - Clinkers - ditto -	.00054 „	.00104 „	.00105 „	.00294 „
Ditto - Soot - - ditto -	.000482 „	.001380 „	.001560 „	.000767 „

TABLE of Trials, No. 2.

Showing the Gain or Loss of all Trials compared with No. 1.

Trial No. 1.	Trial No. 2.		Trial No. 3.		Trial No. 4.	
STANDARD.	Gain.	Loss.	Gain.	Loss.	Gain.	Loss.
Coals used - - - - -	391 lbs.	-	-	378 lbs.	-	55 lbs.
Ashes made - - - - -	208 „	-	27 lbs.	-	-	479 „
Clinkers made - - - - -	-	60 lbs.	-	69 lbs.	-	309 „
Soot made - - - - -	-	110 „	-	144 „	-	37 „
Horse Power - - - - -	-	412 „	-	9,126	11,505	-
Horse Power for 1 lb. coal - -	.4	-	-	1.0	.9	-

FINAL REMARKS.

We are of opinion that the Trial No. 4 shows the best results, for the following reasons:—

First. There is a gain shown of 11,505' horses power over any of the other trials, whilst there is a loss of nearly as much shown in the trials Nos. 2 and 3 as compared with the standard trial No. 1.

Second. There is much less soot produced.

Third. There is much less smoke than on the trials Nos. 2 and 3.

Approved.

H. Broadhead,
Captain in charge of Steam Reserve.

G. Murdoch,
Inspector of Machinery Afloat.

STEAM FACTORY, KEYHAM.

RESULTS of Trials of Welsh and North Country Steam Coals, Singly and in Combinations.

Her Majesty's Steam Factory, Keyham, Devonport,
24 December 1863.

Sir,

1. IN obedience to your directions on their Lordships' letter of the 29th May 1863, S., ordering, with a view to ascertain whether north country coal in combination with Welsh coal might not be advantageously used for marine purposes, experiments to be made in some of the small steam-vessels attached to each of the ports, to test practically the results of such mixed coals as regards generation of steam, emission of smoke, and consumption of fuel, and also to determine the proportions in which the descriptions of coal should be mixed to obtain the best results, and that these experiments should be carefully made, and the results accurately reported, the north country coal being mixed with Welsh, in the proportions of one-third, one-half, and two-thirds *seriatim*; and in obedience to your directions on their Lordships' letter of the 8th July 1863, S., stating that permission had been given to the Association of North Country Coal Owners, as well as to the owners of Welsh coal, to send a person respectively on their behalf to attend the trials to be made at the Factory boiler, to determine the proportions in which the two descriptions of coal in combination will produce the best results, and ordering these persons to be allowed to witness the experiments at the Factory on their attending for that purpose;

1 Tracing.
9 Tables.

2. I beg to state, that the experiments were commenced on the 11th of July last, and completed on the 19th of November, and that the results are recorded in the tabulated forms Nos. 1 to 9 inclusive.

3. The first five experiments were made on board the "Confiance" steam tug, where three tons of coal were burnt in each; but the rate of evaporation by the fuel could not be ascertained, as there were no means of measuring the quantities of water entering the boiler. The results of these experiments are recorded in Table 1, where it will be seen that the mean pressure upon the piston, the mean number of the revolutions of the engines per minute, and the indicated horse-power, are so nearly equal, and that the speed of the ship by patent log varied only to a slight degree in each of the experiments; that the duration of each experiment, and the total number of the revolutions of the engines may be taken as indices, by which the evaporative powers of the several descriptions of coal as tried singly, or in combination, may be measured, the quantity of steam passing through the cylinders being equivalent to a certain quantity of water evaporated in a given time. The degree of smoke on each experiment is also noted down. The coal used in these five experiments were Resolven for Welsh and Hartley Main for north country, both taken from the stores of the port, and were burnt in ordinary fire-grates, but with perforated furnace doors, similar to that shown on the tracing accompanying this report.

4. The next fifteen experiments were made in the coal-testing boiler of this Factory, where quantities, averaging about 12 cwt. to each experiment, were burnt singly and in combinations. The results of these experiments are recorded in Tables 2 and 3, and the coals used were Waynes Merthyr, Resolven, Merthyr Dare, and Gellia Cadoxton, for Welsh, and Hartley Main for north country, all taken from the stores of the port, and selected as being just delivered into store, and of about the same age from the colliery. The first 14 experiments were made with the common fire doors, and the last one with the perforated fire doors described by the accompanying tracing.

5. But during the time the foregoing 15 experiments were in progress, and towards the latter part of them, the Association of the South Wales coal owners took objection to the descriptions of coal under course of trial, from these descriptions of coal not being such as were raised from the collieries belonging to the Association, and obtained the permission of their Lordships to send a cargo from their collieries; and in due course a cargo was received, composed of a combination in equal quantities of Powell's Duffryn, Nixon's Navigation, and Davis's upper four feet Merthyr. The North Country Coal Association, finding what was granted to the Association of South Wales, and objecting in like manner to the quality of the north country coal under course of trial, as not being of sufficiently good quality to be samples from their district, and to test against the superior coals about to be supplied from Wales, made certain representations, which caused the Storekeeper General of the Navy to order an especial cargo of north country coal through Mr. Wood, the contractor; but as the North Country Association were not satisfied with this arrangement, they obtained permission to send a cargo of their own.

6. The cargo received from Mr. Wood proved to be Hastings' Hartley, and that from the North Coal Association to be Davidson's Hartley, both of which cargoes, together with that received from the South Wales Coal Association, were submitted to the next 28 experimental trials, by samples singly for each description and in combinations, and burnt in the furnaces of the same boiler, under similar circumstances, and with similar average quantities of about 12 cwt. for each experiment, the results of which are recorded in Tables 4, 5, 6, and 7. The experiments in Tables 4 and 6 were made with the furnaces fitted with the common doors, and those in Tables 5 and 7 with the furnaces fitted with the perforated doors, as shown upon the tracing accompanying this report. In Tables 4 and 5 the experiments were made with half-inch spaces between the fire-bars, and those in Tables 6 and 7 with five-eighths, three-quarters, and seven-eighths inch spaces.

7. The experiment in Table 6 was made at the suggestion of Mr. Tomlinson, the representative of the South Wales Coal Association, for the purpose of ascertaining the greatest evaporative power of Welsh coal when burnt in furnaces having three-quarter inch spaces between the bars; and the two experiments in Table 7, at the suggestion of Dr. Richardson and Mr. Bunning, the representatives of the North Country Coal Association, for the same purpose, when north country coals were burnt in furnaces with five-eighth and seven-eighth inch spaces between the bars.

8. The two representatives of the North Country Association also requested the seven experiments which are recorded in Tables 8 and 9 to be made, to ascertain whether a shorter furnace, with a reduced area of grate, would not produce better results than those obtained in any of the former experiments; and with this view the furnaces were shortened one foot in length, and the area of grate surface reduced from 14 to $10\frac{1}{2}$ feet. The experiments in Table 8 were made with the common doors, and those in Table 9 with the perforated doors; and the coals burnt were samples from the cargoes sent by the South Wales Association, Mr. Wood, and the North Country Association.

9. The experiments carried out on board the "Confiance," Table 1, show that a combination of Welsh coal of ordinary quality, and north country coal of ordinary quality, in equal proportions, can be burnt with the perforated doors almost without smoke, with a nearly equal evaporative power to Welsh coal of ordinary quality.

10. The experiments carried out in the coal-testing boiler of this factory, Table 2, show that the Welsh steam coals shipped from the ports of Swansea and Cardiff, and supplied under existing contracts, give very good evaporative results when burnt alone, and when burnt in combination with ordinary north country steam coals; but it is to be observed, that these experiments were made in

n furnaces fitted with the common doors, which would have been increased had similar experiments been made in furnaces fitted with perforated doors. It was intended to have continued these experiments with the perforated doors, but they were broken off when the representatives of the two Coal Associations objected to the quality and description of coal under experiment. The averages for evaporation of the four kinds of Welsh coal when burnt alone, are 9·34 lbs. of water per lb. of coal, and 144·44 lbs. per hour per foot of fire-grate. The average for Hartley Main was 8·26 lbs. of water per lb. of coal, and 153·50 lbs. per hour per foot of fire-grate when burnt under similar circumstances; while the combinations in equal proportions, and burnt under similar circumstances, give an average of 8·79 lbs. of water per lb. of coal, and 135·91 lbs. per hour per foot of fire-grate.

11. The experiments carried out in the same boiler, with samples from the cargoes of coals sent by the two Associations, and that ordered by the Storekeeper General of the Navy, Tables 4 and 5, show that these superior coals when burnt respectively in furnaces fitted with the common doors (see Table 4), the average evaporative powers for Welsh coal, are 9·90 lbs. of water per lb. of coal, and 165·34 lbs. per hour per foot of fire-grate; for north country coal, 8·41 lbs. of water per lb. of coal, and 153·87 lbs. per hour per foot of fire-grate; and for the combination of the two descriptions in equal proportions, 9·42 lbs. of water per lb. of coal, and 153·16 lbs. per hour per foot of fire-grate, which is but slightly exceeded in any respect by either of the other combinations. And when these descriptions of coals were burnt respectively under similar circumstances, in furnaces fitted with the perforated doors (see Table 5), the averages are for Welsh coal, 9·73 lbs. of water per lb. of coal, and 145·52 lbs. per hour per foot of fire-grate; for north country coal, 8·61 lbs. of water per lb. of coal, and 146·89 lbs. per hour per foot of fire-grate; and for the combination of the two descriptions in equal proportions, 9·45 lbs. of water per lb. of coal, and 165·07 lbs. per hour per foot of fire-grate, which is only exceeded in the case of the produce of the Welsh coal per lb. of coal, while it is nearly equal in the quantity of water evaporated per hour per foot of fire-grate.

12. The experiments made after the furnaces of the boiler were shortened, Table 8, with the common doors, show the evaporative powers to be for Welsh coal, 10·13 lbs. of water per lb. of coal, and 227·60 lbs. per hour per foot of fire-grate; for Welsh small, or dust and north country coal in equal proportions, 9·91 lbs. of water per lb. of coal, and 213·94 lbs. per hour per foot of fire-grate; and for Welsh small, but of a larger description than the dust, and north country coals in equal proportions, 9·54 lbs. of water per lb. of coal, and 218·07 lbs. per hour per foot of fire-grate. And the experiments in Table 9, when made with the perforated doors for Welsh coal, 10·44 lbs. of water per lb. of coal, and 233·53 lbs. per hour per foot of fire-grate; and for north country coal, 10·23 lbs. per lb. of coal, and 249·37 lbs. per hour per foot of fire-grate. The experiments in these two tables show that with a length of furnace more under the command of the stoker, and with an area of grate surface more in proportion to the heat-absorbing surface of the boiler, better results may be obtained than with a boiler otherwise proportioned.

13. The experiments made on and between the 28th of September and the 29th of October last, to which the most reliance is to be placed, from the description of coal burnt being each new wrought and of the best quality, show that while the Welsh coal when burnt in furnaces fitted with the common doors, which appeared to be best suited for this description of coal, evaporated an average of 9·90 lbs. of water per lb. of coal, and 165·34 lbs. per hour per foot of fire-grate, with an average equivalent for smoke of 30, the combination of equal proportions of Welsh and north country coals when burnt in furnaces fitted with the perforated doors, which in like manner appeared to be the best adapted for this combination, evaporated an average of 9·45 lbs. of water per lb. of coal, and 165·07 lbs. per hour per foot of fire-grate, with an average equivalent for smoke of 14·5. The equivalent for smoke here referred to, and inserted in the

several tables, was arrived at by determining a certain number of marks for certain degrees of density and colour in the smoke, namely—

Very light smoke -	-	-	-	-	-	=	1 mark
Light -	-	-	-	-	-	=	2 „
Light brown -	-	-	-	-	-	=	3 „
Brown -	-	-	-	-	-	=	4 „
Black -	-	-	-	-	-	=	5 „
Very black -	-	-	-	-	-	=	6 „

which was recorded for every minute the smoke continued after each stoking, when the duration exceeded one minute.

14. The experiments made on and between the 4th and 19th of November last, with the shorter furnaces fitted with the common doors, and having a reduced area of grate surface, by which a greater amount of heat-absorbing surface was given to the boiler in proportion to the area of grate surface, show that while the Welsh coal evaporated 10·13 lbs. of water per lb. of coal, and 227·60 lbs. per hour per foot of fire-grate, with an equivalent for smoke of 12, a combination in equal proportions of Welsh small or dust and ordinary-sized north country coal, evaporated 9·91 lbs. of water per lb. of coal, and 213·94 lbs. per hour per foot of fire-grate, with an equivalent for smoke of 10; and a combination in equal proportions of what is termed Welsh beans or small coal of a larger size than dust, and ordinary-sized north country, evaporated 9·54 lbs. of water per lb. of coal, and 218·07 lbs. per hour per foot of fire-grate, with an equivalent for smoke of 11. These experiments also show that when the perforated doors were fitted to these shortened furnaces, the evaporative power of the Welsh coal was raised to 10·44 lbs. of water per lb. of coal, and 233·53 lbs. per hour per foot of fire-grate, with an equivalent for smoke of 13; and that of north country coal to an average of 10·23 lbs. of water per lb. of coal, and 249·37 lbs. per hour per foot of fire-grate, with an average equivalent for smoke of 25. And these experiments with the short fire-grates also, comparatively show that it is possible to burn the Welsh coal dust, which otherwise is almost useless on board ship, and which in many instances goes overboard as ashes, when mixed with north country coal.

15. The whole of the experiments carried out in the coal-testing boiler of this factory show, firstly, that the economic value, or what is the same thing, the lbs. of water evaporated by 1 lb. of coal when burnt in the ordinary way with the common doors was, for the Welsh coal obtained from store, 9·34 lbs. with the average equivalent for smoke of 70; for the Welsh coal received from the South Wales Coal Association, 9·90 lbs. with the average equivalent for smoke of 30; and for the same coal when burnt on the short furnaces 10·13 lbs. with the average equivalent for smoke of 12; while it was for the north country coal obtained from the store, 8·26 lbs. with the average equivalent for smoke of 278, and for the north country coal received from the North Country Coal Association, 8·41 lbs. with the average equivalent for smoke of 202.

Secondly. That with the perforated doors it was for the Welsh coal received from the South Wales Coal Association, 9·73 lbs. with the average equivalent for smoke of $1\frac{1}{2}$, and with the same coal burnt in the short furnaces, 10·44 lbs. with the average equivalent for smoke of 13; while it was for the north country coal from the North Country Coal Association, 8·61 lbs. with the average equivalent for smoke of 34, and for the same coal when burnt in the short furnaces, 10·23 lbs. with the average equivalent for smoke of 25.

Thirdly. That it was with the common doors for the combinations in equal proportions of Welsh and north country coals obtained from store, 8·79 lbs. with the average equivalent for smoke of 47, for the combination in equal proportions of Welsh and north country coal received from the two Associations, 9·42 lbs. with the average equivalent for smoke of 23; and for the combinations

of

KEYHAM FACTORY.

COAL TESTING APPARATUS.

Scale 1 Inch = 1 Foot.

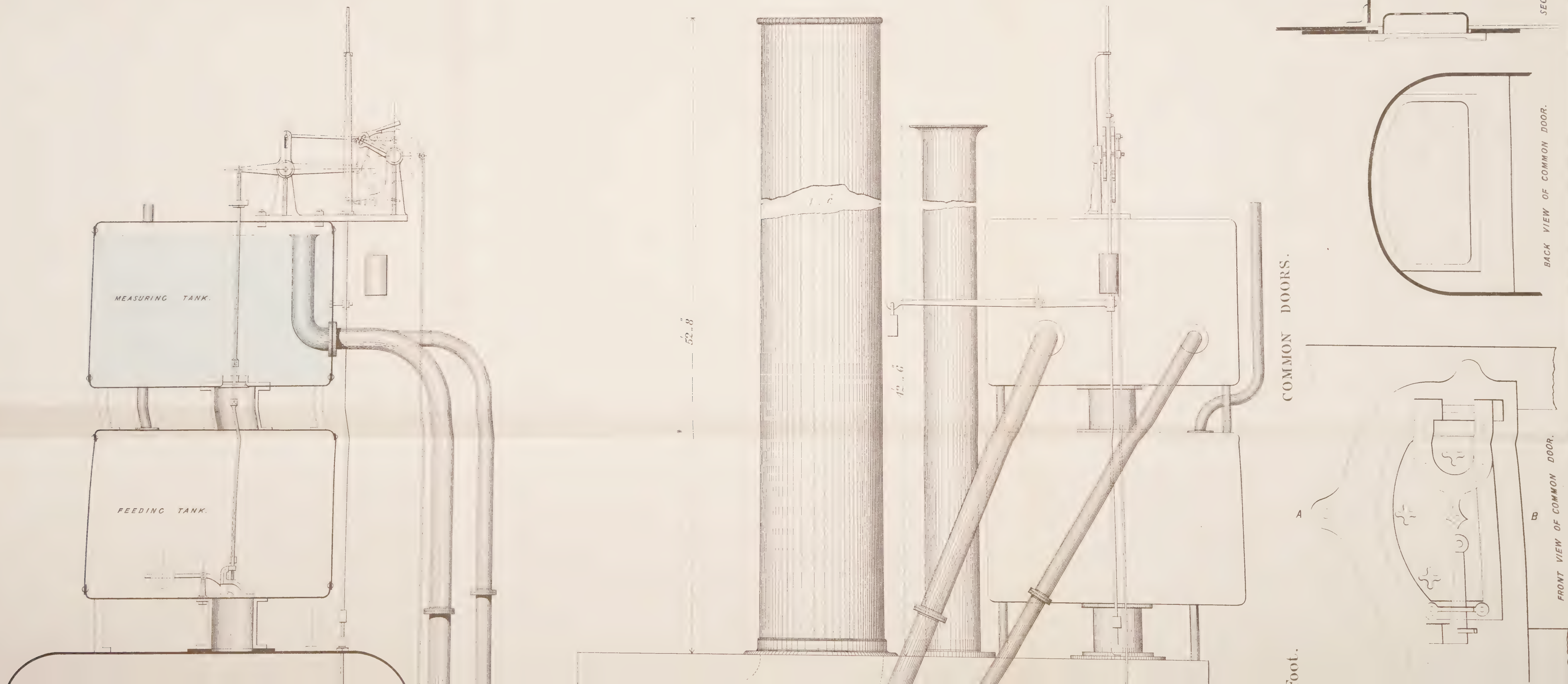
Inch 12 9 6 3 0 1 2 3 4 5 6 7 Feet

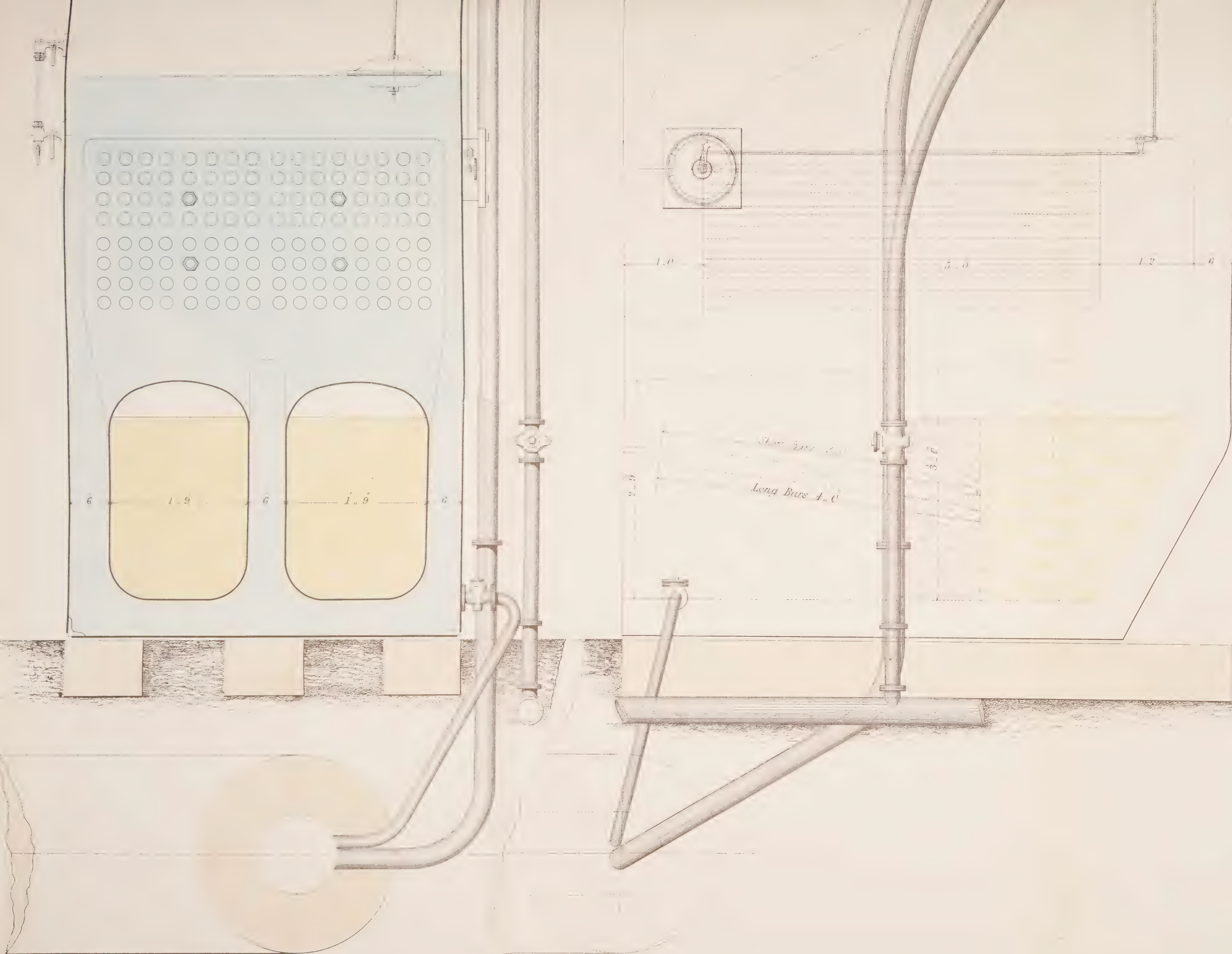
Keyham Yard



24th Dec^r 1863.

December 10th 1863.

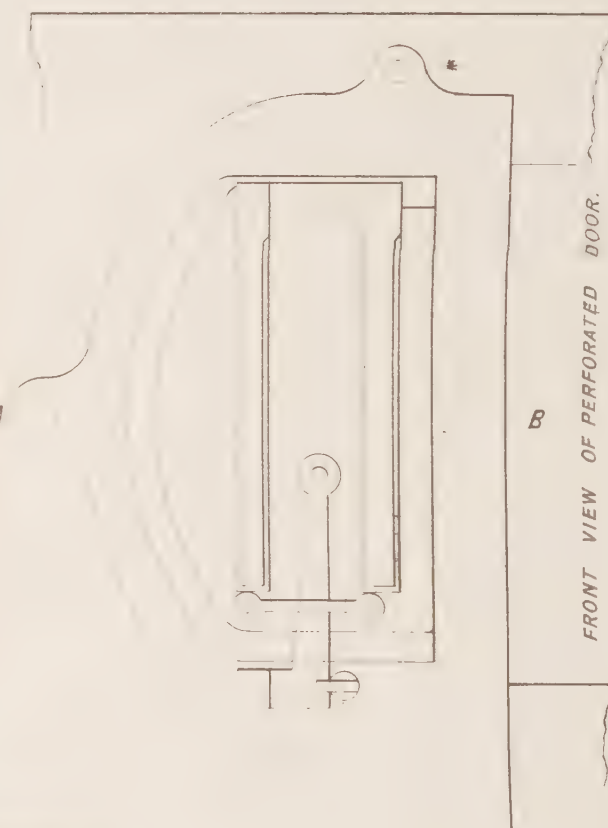




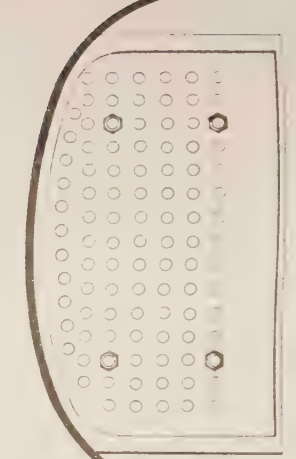
PERFORATED DOORS.



SECTION THRO' A. B.



FRONT VIEW OF PERFORATED DOOR.



BACK VIEW OF PERFORATED DOOR.

Scale 1 1/2 Inches

of the Welsh small and ordinary north country coals in equal proportions received from the same sources and burnt in the short furnaces, respectively, 9.91 lbs. and 9.54 lbs. with the equivalents for smoke of 10 and 11.

Fourthly. That with the perforated doors it was for the combination of Welsh and north country coals in equal proportions received from the two Associations 9.45 lbs. with the average equivalent for smoke of 14½.

And therefore it is remarkably to be observed that the combinations in equal proportions of Welsh and north country coals, while they produce on the average nearly equal economic results, they produce on the average greater rapidity in evaporation; that is, they on the average evaporate a given quantity of water by a given quantity of coal in a less time, and that they on the average produce the least amount of smoke.

16. From the experiments it is evident that the introduction of north country coals, to be burnt in combination with Welsh coals in equal proportions, would be attended with desirable results, both as to a means by which all the Welsh coals put on board a ship might be usefully and economically burnt, as a means by which smoke may be prevented to a great extent, and as a means by which a more rapid evaporation might be effected, which if effected must render the steam boilers of all ships more powerful than they now are.

17. It is also to be stated that there would be no difficulty in coaling a ship with the two descriptions of coal; for the bunkers of one side of her might be filled with north country coal, and those of the other side with Welsh coal, and then when required to be used in the stokehole, equal quantities could be taken from each side of the ship at the same time, and mixed for use at the furnace mouth. In all the store coal hulks half of the stowage could be filled with one description of coal, and the other half with the other description; and in bags kept filled ready to be used, one half the number could be filled in like manner with one description, and the other half with the other description; and then, when a ship was to be coaled, nothing would have to be done but to put them on board; or if a ship was to be coaled from colliers, it would only be necessary to take one or more north country colliers on one side and one or more South Wales colliers on the other side. Or if there should only be colliers from Wales or from the north country in port, it would only be to put one or more from either port on one side of the ship, and coal the other from store with the opposite description, as the case may be.

I am, &c.
(signed) *T. W. Miller*, Chief Engineer.

No. 1.

EXPERIMENTS on board "Confiance." With Perforated Fire Doors to Boilers.

DESCRIPTION of COAL BURNT.	Experiment.			Evaporation.			Combustion.		Equivalent for Smoke.	Speed of Ship by Patent Log.	
	Date.	No.	Duration.	Revolutions of Engines by Counter.	Mean Pressure on Piston.	Indicated Horse Power.	Fuel per Hour.	Fuel per Hour per Square Foot of Grate.		Total Knots Run.	Per Hour.
	1863 :		Hrs. min.	No.	Lbs.	Horses.	Lbs.	Lbs.		Knots.	Knots.
Welsh Resolven - - -	July 13	2	5 5	9,180	16·70	313·8	1,322	18·88	{ Brown, upon firing gradually ceasing }	43½	8·58
Hartley Main - - -	" 11	1	4 -	7,227	15·97	300·2	1,680	24·00	{ Dark brown, upon firing gradually ceasing - }	35¼	8·81
Two of Hartley, one of Welsh -	" 16	4	4 15	7,718	16·38	309·6	1,581	22·58	{ Brown, upon firing gradually ceasing }	35½	8·44
Half of Hartley, half of Welsh -	" 15	3	4 48	8,637	16·38	306·8	1,400	20·00	{ Light brown, upon firing gradually ceasing - }	41½	8·64
Two of Welsh, one of Hartley -	" 17	5	4 37	8,380	16·55	312·6	1,457	20·82	{ Light brown, upon firing gradually ceasing - }	39½	8·47

24 December 1863.

T. W. Miller.

No. 2.

EXPERIMENTS with Common Fire Doors.—Area of Fire Grate = 14 Square Feet, Half-inch Spaces between Fire Bars.

DESCRIPTION of COAL BURNT.	Experiment.			Evaporation at 100° Feed Water.			Combustion.		Equivalent for Smoke.	Refuse per Cent.	Coal added at each Stoking.
	Date.	No.	Duration.	Water per Lb. of Coal.	Water per Hour.	Water per Hour per Square Foot of Grate.	Fuel per Hour.	Fuel per Hour per Square Foot of Grate.			
	1863 :		Hrs. min.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	No.	Lbs.	Lbs.
Welsh, Wayne's Merthyr - - -	July 27	1	6 38	9·57	2024·2	144·5	211·3	15·10	-	6·35	17
Welsh, Resolven - - -	" 28	2	6 33	9·16	1881·2	134·37	205·2	14·66	-	8·40	17½
Welsh, Merthyr Dare - - -	" 31	4	5 50	9·38	2116·4	151·17	225·6	16·12	100	5·69	16
Welsh, Gellia Cadostan - - -	Aug. 1	5	5 58	9·28	2068·2	147·73	222·6	15·9	39	6·87	19
Average - - -				9·34	2022·5	144·44	216·17	15·44	70		
Hartley Main - - -	July 29	3	5 -	8·23	2261·6	161·5	274·4	19·6	319	4·81	19
Hartley Main - - -	Aug. 14	15	5 32	8·30	2037·5	145·5	245·4	17·53	238	5·08	16
Average - - -				8·26	2149·5	153·5	259·9	18·56	278		
Half Merthyr Dare, half Hartley -	Aug. 3	6	6 45	8·99	1826·9	130·5	202·8	14·5	95	5·54	15
Half Gellia Cadostan, half Hartley -	" 6	9	7 -	8·59	1617·0	116·0	188·0	13·43	1	6·38	17
Half Wayne's Merthyr - - -	" 10	12	5 28	8·80	2255·3	161·2	256·0	18·3	46	5·57	18
Average - - -				8·79	1899·7	135·9	215·6	15·41	47		
Two of Merthyr Dare, one of Hartley -	Aug. 4	7	7 13	8·99	1709·1	122·08	190·0	13·57	78	5·03	15½
Two of Gellia Cadostan, one of Hartley	" 7	10	7 42	8·99	1601·8	114·41	178·2	12·73	1	6·34	16½
Two of Wayne's Merthyr, one of Hartley	" 12	13	5 28	9·23	2062·1	147·3	223·3	15·94	4	6·38	19¾
Average - - -				9·07	1791·0	127·9	197·1	14·08	28		
Two of Hartley, one of Merthyr Dare -	Aug. 5	8	6 45	8·99	1829·3	130·66	203·2	14·52	80	5·04	16½
Two of Hartley, one of Gellia Cadostan	" 8	11	6 5	8·56	1858·4	132·71	217·1	15·51	33	6·13	19
Two of Hartley, one of Wayne's Merthyr	" 13	14	5 30	8·60	2050·0	146·42	238·2	17·01	100	6·41	16
Average - - -				8·71	1912·5	136·59	219·8	15·34	71		

24 December 1863.

T. W. Miller.

No. 3.

EXPERIMENTS with Perforated Doors.—Area of Fire Grate = 14 Square Feet, Half-inch Spaces between Fire Bars.

DESCRIPTION of COAL BURNT.	Experiment.			Combustion at 100° Feed Water.			Combustion.		Equivalent for Smoke.	Refuse per Cent.	Coal added each Stoking.
	Date.	No.	Duration.	Water per Lb. of Coal.	Water per Hour.	Water per Hour per Square Foot of Grate.	Fuel per Hour.	Fuel per Hour per Square Foot of Grate.			
Hartley Main - - - -	1863 : Aug. 15	16	Hrs. min. 6 -	Lbs. 8.15	Lbs. 1884.6	Lbs. 134.61	Lbs. 231.0	Lbs. 16.50	No. 31	Lbs. 5.84	Lbs. 18

24 December 1863.

T. W. Miller.

No. 4.

EXPERIMENTS with Common Fire Doors.—Area of Fire Grate = 14 Square Feet, Half inch Spaces between Fire Bars.

DESCRIPTION of COAL BURNT.	Experiment.			Combustion at 100° Feed Water.			Combustion.		Equivalent for Smoke.	Refuse per Cent.	Coal added each Stoking.
	Date.	No.	Duration.	Water per Lb. of Coal.	Water per Hour.	Water per Hour per Square Foot of Grate.	Fuel per Hour.	Fuel per Hour per Square Foot of Grate.			
Welsh Coal - - - -	1863 : Sept. 28	1	Hrs. min. 6 22	Lbs. 9.80	Lbs. 2111.2	Lbs. 150.8	Lbs. 215.4	Lbs. 15.38	No. 32	Lbs. 4.44	Lbs. 19
Welsh Coal - - - -	Oct. 27	26	4 57	10.00	2518.5	179.89	251.7	17.98	29	5.37	21
Average - - -				9.90	2314.8	165.34	233.5	16.68	30		
Davidson's Hartley - - - -	Sept. 29	2	5 51	8.38	1943.7	138.83	231.9	16.56	190	4.34	18
Hastings' Hartley - - - -	" 30	3	5 31	8.62	2253.3	160.95	261.3	18.66	244	3.74	17
Davidson's Hartley - - - -	Oct. 22	22	5 2	8.23	2266.0	161.85	275.3	19.66	171	3.60	16½
Average - - -				8.41	2154.3	153.87	256.16	18.29	202		
Two of Davidson's, one of Welsh -	Oct. 1	4	6 2	9.05	2059.7	147.12	227.5	16.25	119	4.23	17½
Two of Hastings', one of Welsh -	" 5	7	6 -	9.06	2074.0	148.14	228.6	16.33	94	4.52	15½
Two of Davidson's, one of Welsh -	" 23	23	5 51	9.05	2124.6	151.73	234.5	16.75	84	4.43	17
Average - - -				9.06	2086.1	148.99	230.2	16.44	99		
Half of Davidson's, half Welsh -	Oct. 2	5	5 41	9.37	2188.7	156.34	233.6	16.69	24	4.29	16½
Half of Hastings', half Welsh -	" 6	8	6 3	9.25	2056.6	146.9	222.1	15.86	19	4.54	15½
Half of Davidson's, half Welsh -	" 24	24	5 41	9.64	2187.4	156.24	226.6	16.18	27	4.66	17½
Average - - -				9.42	2144.2	153.16	227.4	16.24	23		
Two of Welsh, one of Davidson's -	Oct. 3	6	5 55	9.42	2098.9	149.92	222.6	15.9	15	4.70	18
Two of Welsh, one of Hastings' -	" 7	9	5 46	9.56	2157.7	154.13	225.6	16.11	16	4.38	18
Two of Welsh, one of Davidson's -	" 26	25	5 27	9.55	2285.5	163.25	238.9	17.06	23	5.14	19
Average - - -				9.51	2180.7	155.76	229.0	16.36	18		

24 December 1863.

T. W. Miller.

No. 5.

EXPERIMENTS with Perforated Fire Doors.—Area of Fire Grate = 14 Square Feet, Half inch Spaces between Fire Bars.

DESCRIPTION of COAL BURNT.	Experiment.			Combustion at 100° Feed Water.			Combustion.		Equivalent for Smoke.	Refuse Per Cent.	Coal added each Stoking.
	Date.	No.	Duration.	Water per lb. of Coal.	Water per Hour.	Water per Hour per Square Foot of Grate.	Fuel per Hour.	Fuel per Hour per Square Foot of Grate.			
	1863 :		Hrs. min.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	No.	Lbs.	Lbs.
Welsh Coal - - - - -	Oct. 8	10	6 21	9.68	1963.0	140.22	202.8	14.49	1	4.81	17½
Welsh Coal - - - - -	" 14	15	5 53	9.79	2110.7	150.83	215.6	15.40	2	5.20	19
	Average	-	-	9.73	2036.8	145.53	209.2	14.95	1½		
Hastings' Hartley - - - -	Oct. 9	11	6 19	8.65	1966.08	140.43	227.1	16.22	39	3.83	13
Hastings' Hartley - - - -	" 15	16	5 21	8.66	2133.7	152.40	246.0	17.57	42	4.32	15
Davidsons' Hartley - - - -	" 16	17	6 -	8.53	2070.0	147.86	242.6	17.33	21	3.71	14
	Average	-	-	8.61	2056.5	146.89	238.5	17.04	34		
Two of Hastings', one of Welsh -	Oct. 10	12	5 29	9.24	2264.7	161.77	245.1	17.50	13	4.39	18
Two of Davidson's, one of Welsh -	" 17	18	5 27	9.39	2281.1	162.93	242.9	17.35	4	4.60	21
	Average	-	-	9.31	2272.9	162.35	244.0	17.42	8½		
Half of Hastings', half of Welsh -	Oct. 12	13	5 43	9.24	2172.2	155.15	235.1	16.80	18	4.76	18
Half of Davidson's, half of Welsh -	" 19	19	5 5	9.67	2450.1	175.0	253.3	18.09	11	4.50	20
	Average	-	-	9.45	2311.1	165.07	244.2	17.44	14½		
Two of Welsh, one of Hastings' -	Oct. 13	14	6 10	9.43	2013.9	143.85	213.4	15.25	4	4.94	18½
Two of Welsh, one of Davidson's -	" 20	20	5 6	9.66	2439.6	174.25	252.5	18.03	17	4.81	23½
	Average	-	-	9.54	2226.7	159.05	232.9	16.64	10½		

24 December 1863.

T. W. Miller.

No. 6.

EXPERIMENTS with Common Fire Doors.—Area of Fire Grate = 14 Square Feet, ¾ inch Spaces between Fire Bars.

DESCRIPTION of COAL BURNT.	Experiment.			Evaporation at 100° Feed Water.			Combustion.		Equivalent for Smoke.	Refuse Per Cent.	Coal added each Stoking.
	Date.	No.	Duration.	Water per lb. of Coal.	Water per Hour.	Water per Hour per Square Foot of Grate.	Fuel per Hour.	Fuel per Hour per Square Foot of Grate.			
	1863 :		Hrs. min.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	No.	Lbs.	Lbs.
Welsh Coal - - - - -	Oct. 28	27	5 5	10.00	2449.9	174.93	244.8	17.48	14	5.29	22

24 December 1863.

T. W. Miller.

No. 7.

EXPERIMENTS with Perforated Fire Doors.—Area of Fire Grate = 14 Square Feet, $\frac{5}{8}$ inch and $\frac{3}{8}$ inch Spaces between Fire Bars.

DESCRIPTION of COAL BURNT.	Experiment.			Evaporation at 100° Feed Water.			Combustion.		Equivalent for Smoke.	Refuse per Cent.	Coal added each Stoking.
	Date.	No.	Duration.	Water per Lb. of Coal.	Water per Hour.	Water per Hour per Square Foot of Grate.	Fuel per Hour.	Fuel per Hour per Square Foot of Grate.			
	1863:		Hrs. min.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	No.	Lbs.	Lbs.
Davidson's Hartley - - - -	Oct. - 31	29	4 17	8.34	2673.0	190.92	320.3	22.88	65	6.87	24 $\frac{1}{2}$
				With $\frac{5}{8}$ inch spaces.							
Half Davidson's, half Welsh - -	„ - 30	28	5 0	9.68	2493.6	178.11	257.6	18.40	9	5.04	22
				With $\frac{3}{8}$ inch spaces.							

24 December 1863.

T. W. Miller.

No. 8.

EXPERIMENTS with Common Fire Doors.—Area of Fire Grate = 10 $\frac{1}{2}$ Square Feet, Half-inch spaces between Fire Bars.

DESCRIPTION of COAL BURNT.	Experiment.			Evaporation at 100° Feed Water.			Combustion.		Equivalent for Smoke.	Refuse per Cent.	Coal added each Stoking.
	Date.	No.	Duration.	Water per Lb. of Coal.	Water per Hour.	Water per Hour per Square Foot of Grate.	Fuel per Hour.	Fuel per Hour per Square Foot of Grate.			
	1863:		Hrs. min.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	No.	Lbs.	Lbs.
Welsh Coal - - - - -	Nov. - 19	38	3 55	10.13	2389.9	227.6	235.86	22.46	12	7.79	18
Half Welsh small, half Davidson's -	„ - 5	34	4 10	9.91	2246.4	213.94	226.8	21.6	10	9.10	16
Half Welsh Beans, half Hastings' -	„ - 18	37	4 5	9.54	2289.7	218.07	240.0	22.85	11	9.08	20

24 December 1863.

T. W. Miller.

No. 9.

EXPERIMENTS with Perforated Fire Doors.—Area of Fire Grate = 10 $\frac{1}{2}$ Square Feet, Half-inch Spaces between Fire Bars.

DESCRIPTION of COAL BURNT.	Experiment.			Evaporation at 100° Feed Water.			Combustion.		Equivalent for Smoke.	Refuse per Cent.	Coal added each Stoking.
	Date.	No.	Duration.	Water per Lb. of Coal.	Water per Hour.	Water per Hour per Square Foot of Grate.	Fuel per Hour.	Fuel per Hour per Square Foot of Grate.			
	1863:		Hrs. min.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	No.	Lbs.	Lbs.
Davidson's Hartley - - - -	Nov. - 4	33	3 50	9.90	2441.7	232.54	246.5	23.43	40	3.70	18
Hastings' Hartley - - - -	„ - 5	35	3 23	10.11	2762.8	263.13	273.1	26.01	22	3.45	20
Davidson's Hartley - - - -	„ - 9	36	3 31	10.68	2661.3	253.46	249.0	23.71	12	5.71	19 $\frac{1}{2}$
	Average	- - -		10.23	2621.9	249.37	256.2	24.40	25		
Half Welsh, half Davidson's - -	Nov. - 4	32	3 49	10.44	2452.3	233.53	234.6	22.34	13	8.15	21

24 December 1863.

T. W. Miller.

C O A L.

COPY of the REPORTS on the NORTH of ENGLAND
and WELSH STEAM COAL recently Tested at Her
Majesty's Dockyard at *Devonport*.

(*Mr. Lindsay.*)

Ordered, by The House of Commons, to be Printed,
23 February 1864.

[*Price 2 s.*]

80.

Under 4 oz.

RETURN to an Order of the Honourable The House of Commons,
dated 13 April 1864;—for,

COPY “of a LETTER from Mr. *Miller*, Chief Engineer at *Keyham*, relative to his REPORT of the 24th day of December last, on the Combination of WELCH and NORTH COUNTRY COAL.”

Admiralty, }
8 April 1864. }

C. H. PENNELL,
Chief Clerk.

LETTER from Mr. *Miller*, Chief Engineer at *Keyham*, to the Admiral Superintendent.

Sir,

Keyham Factory, 28 March 1864.

MY attention having been called by Mr. Bunning, of Newcastle, to two omissions in my Report of the 24th December last, on the Coal trials ordered to be carried out by their Lordships' order of the 29th May last (*See* Parl. Paper, No. 80, of Sess. 1864). I beg to state that, upon comparing the Report with my notes, I find, that at that part of the 14th section of the Report, which reads thus :—“These experiments also show that when the perforated doors were fitted to these shortened furnaces, the evaporative power of the Welsh Coal was raised to 10·44 lbs. of water per lb. of Coal, &c.”—it should have been as follows :—“These experiments also show that when the perforated doors were fitted to these shortened furnaces, the evaporative power of the Welsh Coal, in combination with North Country, was raised to 10·44 lbs. of water per lb. of Coal, &c.”

And, again, in the second part of the 15th section, which reads thus :—“And with the same Coal burnt in the short furnaces, 10·44 lbs. with the average equivalent, &c.”—it should have been as follows :—“And with the same Coal, in combination with North Country, in equal proportions, burnt in the short furnaces 10·44 lbs., with the average equivalent, &c.”

I further beg that, as the two Coal Associations, that of South Wales and North Country, are, no doubt, in possession of the printed Reports presented to the House of Commons, they may each be furnished with a copy of these corrections, as the Report will then coincide with the last experiment in Table 9.

I am, &c.
(signed) *T. W. Miller*,
Chief Engineer.

The Admiral Superintendent,
&c. &c. &c.
Devonport.

C O A L.

COPY of a LETTER from Mr. *Miller*, Chief
Engineer at *Keyham*, relative to his REPORT of
the 24th December last, on the Combination of
WELCH with NORTH COUNTRY COAL.

(*Lord Clarence Paget.*)

Ordered, by The House of Commons, to be Printed
14 April 1854.

So—1.

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NAVY (TRIALS OF COAL).

RETURN to an Order of the Honourable The House of Commons,
dated 20 May 1864; —for,

A COPY “of the CIRCULAR recently issued to the FLEET relative to TRIALS of
WELCH and NORTH COUNTRY Coal in combination.”

Admiralty, }
8 June 1864. }

C. H. PENNELL,
Chief Clerk.

(CIRCULAR No. 17.—S.)

Admiralty, 30 April 1864.

(Welch and North Country Coal in combination.)

MY LORDS have had under their consideration a report, of the 24th December last, from the Chief Engineer at Keyham, of the results of the experiments made under his superintendence at the Steam Factory, during the summer and autumn of last year, for the purpose of ascertaining whether Welch and North Country Coal might be beneficially used in combination on board Her Majesty's Ships.

A copy of the report is transmitted herewith; and the attention of Officers of H. M. Ships is directed thereto.

With a view to obtain further experience as to the practical results of using this combination of coals in sea-going ships, it appears to their Lordships desirable that the quantities of North Country Coal should be varied from time to time from about one-half to one-third of the mixture; and, occasionally, that Welch Coal should be burnt alone for the purpose of comparison; the result being in each case carefully ascertained and reported.

In ships where the construction of the coal-boxes will admit of the two descriptions of coal being stowed separately, and of their being brought to the stoke-hole and mixed, about one-third of North Country Coal should be shipped; and this proportion should generally be observed until further experience is gained.

By Command of their Lordships,
C. Paget.

To all Commanders-in-Chief, Captains, Commanders,
and Commanding Officers of Her Majesty's
Ships and Vessels.

NAVY (TRIALS OF COAL).

COPY of the Circular recently issued to the
FLEET, relative to TRIALS of WELSH and
NORTH COUNTRY COAL in Combination.

(*Mr. Childers.*)

*Ordered, by The House of Commons, to be Printed,
9 June 1864.*

FLOGGING (NAVY).

RETURN to an Order of the Honourable The House of Commons,
dated 6 July 1863;—for,

A RETURN “of the Number of PERSONS FLOGGED in the NAVY in the Year 1862; specifying the Names of the Ships, the Offence, the Sentence, and the Number of Lashes inflicted on each Person; stating whether by order of Court Martial or the Commanding Officer (in continuation of Parliamentary Paper, No. 11, of the present Session).”

Admiralty,
4 February 1864.

C. H. PENNELL,
Chief Clerk.

RETURN of the Number of PERSONS FLOGGED in the NAVY in the Year 1862; specifying the Names of the Ships, the Offence, the Sentence, and the Number of Lashes inflicted on each Person; stating whether by order of Court Martial or the Commanding Officer.

SHIPS' NAMES.	Number of Quarterly Returns Received.	Number Flogged.	Number of Lashes Inflicted.	Number of Men liable to Corporal Punishment.	OFFENCES.
Aboukir - - -	3	3	108	800	Drunkenness and theft.
Acorn - - -	4	—	—	116	
Actæon - - -	2	—	—	128	
Adventure - - -	3	1	36	93	Theft.
Agamemnon - - -	4	13	470	828	Sleeping on watch; insubordination; creating a disturbance; disgusting language; indecency; disobedience of orders; skulking; drunkenness.
Ajax - - -	4	3	60	314	Assault; theft.
Alacrity - - -	3	1	36	78	Drunkenness.
Alecto - - -	1	2	72	86	Theft.
Algerine - - -	4	5	204	34	Insubordination; absence without leave; smuggling liquor into ship; disobedience of orders; drunkenness.
Algiers - - -	4	11	317	818	Drunkenness and insolence; disobedience of orders; assault; theft; bad language.
Amphion - - -	3	10	342	317	Theft; disobedience of orders; assault; insolence.
Antelope - - -	4	3	144	50	
Ardent - - -	4	—	—	86	
Argus - - -	2	—	—	145	
Ariadne - - -	3	8	312	412	Theft; drunkenness; indecency; assault; smuggling spirits.
Ariel - - -	4	8	276	79	Insolence; dirtiness; skulking; theft; drunkenness; insubordination; rioting.
Arrogant - - -	2	3	78	441	Drunkenness; dirtiness.
Asia - - -	3	1	30	112	Desertion.
Bacchante - - -	4	20	816	526	Mutinous conduct; disobedience of orders; insolence; drunkenness; theft; attempting to desert; quarrelling.
Banshee - - -	2	1	48	55	Drunkenness, and smuggling liquor.
Banterer - - -	2	1	24	31	Drunkenness.
Barracouta - - -	3	4	144	151	Insubordination; insolence; disobedience of orders; theft.
Barrosa - - -	1	—	—	242	
Beagle - - -	4	—	—	55	
Black Prince - - -	3	2	42	606	Theft.
Blenheim - - -	4	5	144	322	Drunkenness; theft; breaking arrest; desertion; theft.
Bloodhound - - -	4	1	18	45	Disobedience of orders; and mutinous and insubordinate language.

RETURN OF THE NUMBER OF PERSONS FLOGGED

SHIPS' NAMES.	Number of Quarterly Returns Received.	Number Flogged.	Number of Lashes Inflicted.	Number of Men liable to Corporal Punishment.	OFFENCES.
Boscawen - - -	3	3	75	89 and 400	Absence from duty; mutinous language; striking superior officer.
Training ship for boys.				boys for training.	
Bouncer - - -	4	4	174	34	Desertion; smuggling spirits.
Brilliant - - -	4	—	—	—	
Training ship for naval reserve.					
Brisk - - -	4	2	96	173	Deserting post; drunkenness.
Britannia - - -	3	1	18	140	Disobedience of orders.
Bulldog - - -	3	8	204	149	Drunkenness; assault; insubordination; theft; desertion.
Cadmus - - -	3	9	323	241	False accusations; theft; drunkenness; insubordination; desertion; filthy language; disobedience of orders.
Cambridge - - -	3	1	18	725	Insubordination.
Cameleon - - -	4	7	228	155	Theft; dirty; disobedience of orders; refusing to obey orders.
Castor - - -	4	—	—	—	
Training ship for naval reserve.					
Centaur - - -	4	2	54	171	Insolence; indecency.
Challenger - - -	4	14	400	261	Drunkenness; theft; disobedience of orders; smuggling spirits; assaults on shore.
Chanticleer - - -	4	7	312	155	Breaking out of ship and theft; disobedience of orders.
Charybdis - - -	4	8	353	241	Smuggling spirits; drunkenness; desertion; disobedience of orders; insolence; obscene language.
Clio - - -	4	12	456	261	Disobedience of orders; desertion; leaving post; drunkenness; embezzlement; indecency.
Cockatrice - - -	4	2	72	34	Threatening language; smuggling spirits.
Cockchafer - - -	3	1	36	34	Riotous conduct.
Colossus - - -	4	—	—	327	
Conqueror - - -	1	7	284	898	Indecency; drunkenness; skulking.
Coquette - - -	4	3	96	78	Dirty; selling clothes; disobedience of orders; bad language.
Cordelia - - -	1	—	—	104	
Cormorant - - -	3	2	36	78	Theft.
Cornwallis - - -	4	6	168	320	Desertion; forgery; violent conduct; disobedience of orders; attempted rape.
Cossack - - -	3	2	72	242	Theft.
Cumberland - - -	3	5	108	251	Desertion; theft; disobedience of orders.
Curacoa - - -	2	—	—	307	
Curlew - - -	4	6	191	87	Disobedience of orders; neglect of duty; drunkenness; fighting; dirtiness.
Cygnets - - -	4	2	60	50	Smuggling spirits; breaking arrest.
Dædalus - - -	3	—	—	—	
Training ship for naval reserve.					
Dart - - -	4	2	72	50	
Dasher - - -	2	1	18	56	Theft.
Dauntless - - -	4	1	24	141	Theft.
Dee - - -	1	—	—	55	
Defence - - -	2	—	—	416	
Desperate - - -	3	3	120	155	Drunkenness; outrageous conduct; theft.
Devastation - - -	4	6	204	155	Theft; skulking; desertion.
Diadem - - -	2	2	60	447	Breaking out of ship; theft.
Donegal - - -	2	11	433	898	Mutinous conduct; skulking; theft; indecent conduct; insubordination.
Doris - - -	4	8	294	441	Drunkenness; insubordination; theft; desertion; smuggling liquor into ship.
Doterel - - -	4	1	36	34	Bad language.
Dromedary - - -	2	—	—	49	
Eagle - - -	3	—	—	—	
Training ship for naval reserve.					
Eclipse - - -	2	1	36	78	Theft.
Edgar - - -	4	11	438	828	Dirty; drunkenness; insubordination; disobedience of orders; indecency; insolence; theft; mutinous language.
Edinburgh - - -	4	2	48	318	Desertion; absence without leave.
Emerald - - -	3	3	114	526	Deserting post; dirty conduct; theft.

SHIPS' NAMES.	Number of Quarterly Returns Received.	Number Flogged.	Number of Lashes Inflicted.	Number of Men liable to Corporal Punishment.	OFFENCES.
Encounter - - -	4	2	72	162	Desertion; drunkenness.
Espoir - - -	4	—	—	50	
Euryalus - - -	4	12	360	473	Disobedience of orders; mutinous conduct; theft; leaving his work; drunkenness; assaults.
Excellent - - -	4	3	78	617	Desertion; drunkenness; selling clothes.
Exmouth - - -	4	8	288	800	Drunkenness; disobedience of orders; theft; insubordination.
Falcon - - -	3	2	42	152	Drunk and disorderly.
Fawn - - -	4	12	280	152	Desertion; dirtiness; insubordination; disgusting language; theft.
Firebrand - - -	4	2	72	173	Desertion; smuggling spirits.
Firefly - - -	4	1	48	66	Theft.
Firm - - -	2	1	30	31	Breaking leave, and smuggling liquor.
Fisgard - - -	4	2	72	88	Disobedience of orders; threatening language.
Flamer - - -	4	—	—	34	
Flying Fish - - -	4	2	48	95	Repeated disobedience; theft.
Formidable - - -	3	6	192	154	Theft; filthy and obscene language; disobedience of orders; bad language; insubordination.
Forte - - -	4	4	180	498	Disobedience of orders.
Forward - - -	4	—	—	34	
Fox - - -	4	—	—	85	
Foxhound - - -	4	5	228	78	Theft; drunkenness; indecency; mutinous conduct.
Galatea - - -	3	2	60	473	Disobedience of orders; theft.
Gannet - - -	3	4	138	108	Riotous conduct; drunkenness; insubordination.
Geyser - - -	3	2	84	151	Theft; disobedience of orders.
Gorgon - - -	4	4	162	151	Theft; drunkenness; insolence; quarrelling; mutinous conduct.
Grappler - - -	4	—	—	34	
Greyhound - - -	3	2	76	151	Drunk on duty; insubordination and rioting.
Griffon - - -	3	1	36	50	Insubordination and disgusting language.
Handy - - -	4	1	42	34	Disobedience of orders.
Hardy - - -	4	1	48	34	Desertion.
Harrier - - -	4	6	264	152	Drunkenness; desertion; theft; stealing spirits.
Hastings - - -	3	2	66	44	Theft.
				and 100 boys for training.	
Havoc - - -	4	1	36	34	Brutal assault.
Hawke - - -	4	3	54	323	Theft.
Hecate - - -	4	1	36	109	Drunkenness.
Hero - - -	4	5	192	828	Insubordination; disobedience of orders; drunkenness; smuggling liquor.
Hesper - - -	4	6	204	45	Desertion; theft; breaking out of ship; mutinous conduct.
Hibernia - - -	3	3	96	90	Drunk and riotous; theft; disobedience of orders.
Himalaya - - -	3	2	66	186	Stabbing; theft.
Hogue - - -	4	14	385	318	Drunk, and smuggling liquor; desertion; theft; dirty conduct.
Hornet - - -	4	1	24	152	Smuggling liquor.
Hydra - - -	3	2	36	112	Breaking away from duty; drunkenness.
Icarus - - -	4	2	60	108	Mutinous and insubordinate conduct; and leaving boat when on duty.
Imaum - - -	3	4	120	86	Absence without leave; and leaving boats when on duty, without permission.
Immortalité - - -	4	10	356	526	Theft; mutinous and insubordinate conduct; indecency; smuggling spirits into the ship; disobedience of orders; neglect of duty.
Impérieuse - - -	4	16	732	498	Desertion; drunkenness; absence without leave; insubordination and riotous conduct.
Implacable - - -	3	6	156	31	Violent conduct; absence without leave; and desertion.
Training ship for boys.				and 400 boys for training.	

RETURN OF THE NUMBER OF PERSONS FLOGGED

SHIPS' NAMES.	Number of Quarterly Returns Received.	Number Flogged.	Number of Lashes Inflicted.	Number of Men liable to Corporal Punishment.	OFFENCES.
Impregnable - - - Training ship for boys.	3	9	171	159 and 600 boys for training.	Desertion; disgusting language; disobedience of orders; theft; riotous conduct.
Indus - - -	3	6	158	122	Theft; desertion; absence without leave; insubordination; riotous conduct.
Industry - - -	4	—	—	50	
Insolent - - -	4	—	—	34	
Intrepid - - -	2	2	60	95	Disobedience of orders; insolence and theft.
Investigator - - -	4	—	—	23	
Jackal - - -	3	1	48	51	Desertion.
James Watt - - -	2	1	48	828	Violent conduct, and disgusting language.
Jason - - -	3	6	186	241	Drunkness; disobedience of orders; mutinous and disgusting language; indecency.
Kestrel - - -	2	1	48	31	Drunkness, and insubordinate and disgusting language.
Landrail - - -	3	4	174	50	Disobedience of orders; bad language; theft; breaking out of ship; attempting to desert.
Lapwing - - -	1	—	—	78	
Lee - - -	4	—	—	34	
Leopard - - -	1	1	36	265	Insubordination.
Liffey - - -	4	5	162	526	Theft; insubordination; disobedience of orders; drunkenness and violent conduct.
Lizard - - -	3	—	—	39	
London - - -	4	15	540	798	Disobedience of orders; insubordinate language; drunkenness; theft; mutinous conduct; desertion.
Madagascar - - -	4	5	204	54	Drunkness; disgusting language; mutinous and insubordinate conduct; disobedience of orders, and attempting to desert. Desertion; smuggling spirits into ship.
Mæander - - -	4	3	78	19	Theft; disobedience of orders.
Magicienne - - -	4	1	48	192	Desertion when on duty on shore.
Majestic - - -	4	15	468	322	Absence without leave; desertion; theft; drunkenness; refusing to obey orders; skulking.
Malacca - - -	4	4	132	190	Absence from duty; violent and insubordinate conduct and language; idleness; insolence and indecency.
Manilla - - -	4	2	96	34	Disobedience of orders, and mutinous language; smuggling liquor into ship.
Marlborough - - -	4	13	421	1,061	Theft; drunkenness; violent conduct; breaking leave; refusing to obey orders; insubordination; indecency.
Mars - - -	4	22	762	722	Refusing to obey orders; violence; drunkenness; desertion; leaving post while on sentry; smuggling liquor into ship; absence without leave; mutinous and insubordinate conduct; theft; indecency.
Medea - - -	4	1	24	118	Theft.
Medina - - -	4	2	66	71	Theft.
Megara - - -	4	—	—	143	
Melpomene - - -	4	12	492	526	Contempt to superior officer; disobedience; violence; possession of stolen property; theft; refusing to obey orders; insubordination; desertion; assault.
Mersey - - -	3	4	144	556	Drunkness; leaving post; theft.
Miranda - - -	4	10	480	174	Disobedience of orders; mutinous and insubordinate language; attempting to desert; desertion; skulking; dirty habits; smuggling liquor into ship.
Mullet - - -	4	1	12	50	Refusing to obey orders.
Mutine - - -	4	—	—	151	
Naiad - - -	4	—	—	16	
Narcissus - - -	4	2	60	496	Insubordination; theft.
Neptune - - -	4	25	798	828	Smuggling liquor into ship; disobedience of orders; desertion; insolent and mutinous language; insubordinate and violent conduct; theft; assault.
Nereus - - -	4	—	—	22	
Nile - - -	3	6	288	798	Drunkness; violence; desertion.
Nimble - - -	3	1	36	40	Malingering, and dirty habits.
Oberon - - -	4	1	12	54	Theft.
Odin - - -	4	27	774	275	Disobedience of orders; mutinous and disgusting language.
Orestes - - -	4	4	90	241	Disobedience of orders, and skulking; drunkenness; leaving work; theft.
Orlando - - -	3	10	312	558	Theft; disgusting language; drunkenness.

SHIPS' NAMES.	Number of Quarterly Returns Received.	Number Flogged.	Number of Lashes Inflicted.	Number of Men liable to Corporal Punishment.	OFFENCES.
Orpheus - - -	4	5	192	241	Skulking; insubordination; mutinous conduct.
Pantaloon - - -	3	3	69	110	Theft; drunkenness; absenting from duty.
Pearl - - -	4	14	540	241	Smuggling spirits; insulting language; drunkenness on sentry; insubordination; deserting post.
Pelican - - -	4	2	84	155	Violence; insolence and disobedience of orders.
Pelorus - - -	4	4	132	232	Drunkenness; destroying Government property and mutinous conduct.
Pembroke - - -	4	5	126	319	Disobedience of orders and insolence; theft; deserting when on duty.
Penguin - - -	4	2	48	40	Desertion from duty, and drunkenness; insubordination.
Perseus - - -	1	1	36	145	Theft.
Peterel - - -	4	2	84	108	Desertion; disobedience of orders and disgusting language.
Phæton - - -	3	3	88	473	Theft; drunkenness; false accusation; smuggling spirits.
Philomel - - -	4	2	72	50	Mutinous conduct and assault; insubordination.
Phœbe - - -	1	3	90	473	Insubordination; drunkenness; smuggling liquor.
Pigmy - - -	4	—	—	22	
Pioneer - - -	4	15	582	95	Smuggling beer; mutinous conduct; insubordination; disobedience of orders; desertion; drunkenness; theft.
Plover - - -	3	3	90	50	Neglect of duty; drunkenness.
President - - -	3	—	—	—	
Training ship for naval reserve.					
Princess Charlotte -	4	10	384	64	Theft; breaking out of ship; drunkenness; insubordination.
Procris - - -	4	—	—	24	
Prometheus - - -	2	1	36	86	Drunk and mutinous conduct.
Queen - - -	4	16	676	818	Disobedience of orders and violent conduct; desertion; insubordination; drunkenness; abusive language; theft; attempt to desert.
Racehorse - - -	3	2	54	78	Theft.
Racer - - -	4	1	48	103	Refusing to obey orders.
Ranger - - -	4	2	60	50	Insubordination; assaults.
Rapid - - -	3	2	72	108	Assault; theft.
Rattler - - -	2	1	36	145	Theft.
Rattlesnake - - -	2	1	18	241	Drunk on duty.
Renard - - -	4	—	—	78	
Resistance - - -	2	1	24	416	Smuggling liquor into ship.
Revenge - - -	4	13	456	828	Desertion; disobedience of orders; absence without leave; theft; mutinous and insubordinate conduct; skulking; violent and disgusting language; drunkenness; dirty habits.
Rhadamanthus - - -	3	—	—	58	
Rifleman - - -	4	—	—	78	
Rinaldo - - -	1	—	—	152	
Ringdove - - -	4	1	24	78	Smuggling liquor into ship.
Rosario - - -	3	—	—	108	
Royal Adelaide - - -	4	12	403	114	Absence without leave; drunkenness; theft; refusing to obey orders; violent conduct.
Russell - - -	4	—	—	324	
St. George - - -	4	10	384	828	Insubordination; disgusting language; disobedience of orders; absence without leave; violent conduct; theft; skulking; lying; drunkenness; smuggling liquor into ship; insolence.
St. Vincent - - -	4	12	300	129	Possession of stolen goods; desertion; indecency; theft; insubordination.
Training ship for boys.				and 600 boys for training.	
Sanspareil - - -	4	7	228	587	Theft; insolent conduct; absence from duty; disobedience of orders; drunkenness; insubordination; insolence.
Saracen - - -	2	—	—	37	
Satellite - - -	4	3	84	231	Theft; mutinous conduct; drunk and riotous.
Saturn - - -	3	—	—	29	
Scout - - -	4	9	282	241	Drunkenness; disobedience of orders; contempt to superior officers; theft; insolence.
Scylla - - -	4	14	446	241	Insubordination; disobedience of orders; skulking; violent conduct; theft; absence from duty.
Seringapatam - - -	4	—	—	33	
Severn - - -	2	1	24	473	Disgusting language.

SHIPS' NAMES.	Number of Quarterly Returns Received.	Number Flogged.	Number of Lashes Inflicted.	Number of Men liable to Corporal Punishment.	OFFENCES.
Shannon - - -	4	7	234	526	Insubordinate and mutinous conduct; violence; disobedience of orders.
Sheldrake - - -	4	—	—	34	
Simoom - - -	1	—	—	160	
Slaney - - -	4	4	168	34	Attempting to desert; theft; drunkenness and rioting.
Snake - - -	4	—	—	55	
Sphinx - - -	4	1	24	148	Asleep on watch.
Spider - - -	4	1	24	34	Theft.
Spiteful - - -	4	5	140	151	Smuggling liquor into ship; drunkenness; insubordinate and mutinous conduct; assault; riotous.
Steady - - -	4	1	36	50	Attempting to desert.
Stromboli - - -	4	1	12	155	Stealing spirits.
Styx - - -	3	2	54	146	Desertion; insubordinate and mutinous conduct.
Supply - - -	4	1	24	41	Theft.
Surprise - - -	4	1	36	78	Theft.
Swallow - - -	4	1	24	78	Theft.
Tartar - - -	4	6	180	242	Theft; disgusting language; drunkenness; riotous conduct.
Termagant - - -	4	5	158	278	Desertion; sleeping on watch.
Terror - - -	2	1	36	40	Theft.
Topaze - - -	4	5	138	526	Assault; making disturbance; drunkenness and disobedience of orders; theft.
Torch - - -	4	3	66	50	Dirtness.
Trafalgar - - -	4	4	132	828	Desertion; absence without leave; constantly dirty.
Tribune - - -	3	4	120	265	Drunkenness; dirtiness; desertion.
Trident - - -	4	1	30	85	Repeated disobedience of orders.
Tricomalee - - -	3	—	—	—	
Training ship for naval reserve.					
Urgent - - -	3	—	—	148	
Vesuvius - - -	1	—	—	162	
Victor Emanuel - - -	2	—	—	828	
Victoria and Albert - - -	4	—	—	118	
Victory - - -	4	11	239	178	Theft; absence without leave; indecency; desertion.
Vigilant - - -	4	4	168	78	Breaking away whilst a prisoner; drunkenness; insubordination.
Vindictive - - -	2	2	84	70	Absence without leave; insubordination; drunkenness.
Virago - - -	4	5	198	152	Disobedience of orders; theft; insubordination.
Vulcan - - -	4	—	—	142	
Wanderer - - -	4	1	24	78	Theft.
Warrior - - -	4	1	36	606	
Weazel - - -	4	1	42	34	Theft.
Wellesley - - -	4	9	222	96	Theft; desertion.
Training ship for boys.				and 224 boys for training.	
Weser - - -	4	2	72	55	Theft; breaking from arrest; insubordination.
Winchester - - -	2	—	—	—	
Training ship for naval reserve.					
Wrangler - - -	4	3	114	55	Quarrelling and bad language; drunkenness.
Wye - - -	4	6	138	48	Drunk and riotous; theft; drunkenness; disobedience of orders; insubordination; smuggling liquor into ship.
Zebra - - -	3	2	48	155	Drunk on sentry; leaving post, skulking, and disobedience of orders.

Total Number of Corporal Punishments - - -	941	Number of Lashes Inflicted by Sentence of Court Martial - - - - -	3,366
Total Number of Lashes Inflicted - - -	31,692	Highest Number of Lashes Inflicted - - -	48
Total Number liable to Corporal Punishment, 55,782		Lowest Number of Lashes Inflicted - - -	6
Number of Men and Boys flogged pursuant to Sentences of Courts Martial - - -	71		

Note.—By the existing Regulations of the Royal Navy, seamen, marines, and boys of the first class are divided into two classes for conduct, first and second; and those in the second class only are liable to corporal punishment, except in case of open mutiny, or by sentence of court martial. All petty officers and leading seamen, and non-commissioned officers of Royal Marines must, so long as they hold those ratings, be in the first class for conduct; but as they are liable to be disgraced and placed in the second class for grave misconduct, and may then be corporally punished for further offences, all have been included in the above total of 55,782 as liable to corporal punishment. Of this number, however, only about 7,800 on an average were in the second class for conduct in the year 1862.

FLOGGING (NAVY).

RETURN of the Number of Persons Flogged in the NAVY in the Year 1862; specifying the Names of the Ships, the Offence, the Sentence, and the Number of Lashes inflicted on each Person, stating whether by Order of Court Martial or the Commanding Officer (in continuation of Parliamentary Paper, No. 11, of Session 1863).



(*Mr. Williams.*)

*Ordered, by The House of Commons, to be Printed,
8 February 1864.*

GREENWICH HOSPITAL.

RETURN to Two Orders of the Honourable The House of Commons,
dated 12 and 19 April 1864;—for,

(ORDER, 12 April 1864.)

COPIES of “REPORT of Sir *Richard Bromley*, one of the Commissioners of GREENWICH HOSPITAL, on the Organization and Working of the Hospital; dated the 7th day of January 1864:”

“And of REPORTS, on the same subject, from Mr. *Tierney* and Vice-Admiral *Richards*, Commissioners of the Hospital; dated, respectively, the 16th day of February and the 5th day of April 1864.”

(*Lord Clarence Paget.*)

(ORDER, 19 April 1864.)

COPY “of a LETTER from the GOVERNOR of GREENWICH HOSPITAL, dated the 11th day of April 1864, on a proposed REFORM in that Hospital.”

(*Sir John Hay.*)

Admiralty, }
20 April 1864. }

C. H. PENNELL,
Chief Clerk.

Ordered, by The House of Commons, to be Printed,
13 and 21 April 1864.

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REPORT to His Grace the Duke of *Somerset*, K. G., First Lord of the Admiralty, made by Sir *Richard M. Bromley*, K. C. B., on the Organization and Working of GREENWICH HOSPITAL.

Royal Hospital, Greenwich,
7 January 1864.

My Lord Duke,

IN October last, Mr. Stansfeld requested me to write to him, for your Grace's information, promising that I would prepare a complete and revised scheme for reforming or amending, as far as appeared to me needful, the present organization and working of Greenwich Hospital, and in reply I stated that I would submit a report early in January for consideration. I named that time in order to enable me to become thoroughly acquainted with the details, and also that an account of receipt and expenditure for the year 1863 might be made up if possible by that time, and the result known.

In the debate on Greenwich Hospital on the 19th June 1863, Mr. Stansfeld is reported to have said that, "In the opinion of the Board of Admiralty, the appointment of Sir Richard Bromley to be a Commissioner of Greenwich Hospital was in the very spirit of the recommendations of the Royal Commissioners, in their Report on Greenwich Hospital, dated 4th May 1860, and it was made with the object of carrying those recommendations practically into effect."

Mr. Stansfeld then read to the House of Commons the Admiralty Board letter to the Commissioners of Greenwich Hospital, dated 4th April 1863, notifying to them my appointment, and stated that I had accepted the office upon those terms, and that I was pledged, as far as might be, to fulfil the expectations implied in the very terms of my appointment. Mr. Stansfeld is aware that I accepted such pledge, with the express condition only that I should have the cordial support of your Grace and the Board of Admiralty.

Being one Member only of a Board of three Commissioners, I have felt it due to my own position to state this, in justification of the unusual and delicate step I am about to take; but I have the less hesitation in doing so, as I have been asked to take the Report of the Royal Commissioners in hand, "with a view to the adoption or improvement of whatever is practicable and good, and to the distinct rejection of the rest."

I therefore proceed to state that, having devoted many months of close daily observation to the working of Greenwich Hospital, the schools, and all other parts of the Institution either contributing to or being supported out of its revenues, I feel that I am now justified, after what I have stated, in submitting my views thereon.

The whole antecedent history of the Institution, from its foundation, is before the public.

The able Report of the Royal Commissioners of 1860 is so complete that I do not propose to advert to what may be termed "*ancient practices*," but will at once proceed to speak practically of the Institution as it is.

REPORTS ON THE ORGANIZATION AND

Income, 1863.

The Income for the year 1863, just closed, taken from the Quarterly Accounts, was 155,549 *l.*, consisting of—

	£.	s.	d.
Interest on money in the funds and on mortgage -	87,505	-	-
Rents, &c. Northern Estates, net produce -	37,993	-	-
Greenwich, &c. Rents, net produce -	4,009	-	-
Consolidated Fund, grant in lieu of merchant seamen's sixpences -	19,886	-	-
Freight of treasure, and other receipts -	6,156	-	-
	£.155,549	-	-

Expenditure,
1863.

The Expenditure, in like manner, during the year 1863 was 135,027 *l.*, and may be classed under the following heads:—

	£.	s.	d.
For the Household -	86,032	-	-
For the Infirmary -	14,557	-	-
For the Schools -	21,715	-	-
	£.122,304	-	-
For works and repairs, including school buildings, &c., and sundries -	12,717	-	-
	£.135,027	-	-

Surplus,
1st January 1864.

This would appear to show a Surplus Income on the year of 20,522 *l.*, from which, however, must be deducted the sum of 9,614 *l.*, invested for Insurance and Reserve Funds—first, against the casualties of fire; and, secondly, to provide against the possibility of failure in the produce of lead mines.

The sum of 2,500 *l.* must also be deducted from this surplus as an appropriation for the year 1863, under the Act of last Session, to form a “fund for the relief of widows of seamen and marines slain, killed, or drowned in Her Majesty’s service,” thus reducing the surplus to 8,411 *l.* This result may possibly be slightly altered when the *annual* account is finally made up.

General Cost of
Household and
Schools.

The Expenditure for the Household, as it is termed, provides for the government and support of a complement of 1,600 Pensioners, which, including all charges for superintendence, is at the rate of about 60 *l.* a-year for each Pensioner; while the cost of the Schools for the established complement of 800 Boys may be taken at the rate of 28 *l.* a boy. This is exclusive only of buildings and repairs.

It must not be forgotten that, up to a recent date, 2,700 Pensioners were borne on the Establishment, and 1,000 children in the Schools, including 200 girls; and should the complement of Pensioners be increased at any time to 2,000 only, a contingency to be looked for in the event of any general naval action, *additional* liabilities would be incurred, if at the same rate of outlay, of 24,000 *l.* a-year.

Thus the entire Surplus Income would be absorbed, preventing any further investment as a “reserve fund,” and the appropriation for the benefit of the “widows” would have to be reduced.

It is therefore evident that the margin or surplus I have stated, taking into consideration the increasing desire to make Greenwich Hospital more attractive to the British sailor, is not too great to hold in reserve for possible contingencies, more especially when it is known that a rise of one penny in the pound in the price of meat would cause an additional annual charge of 1,792 *l.*; and one penny in the 4lb. loaf of bread would be 776 *l.* a-year, on the present reduced numbers borne.

Increase of In-
come.

The *Income* of the Hospital might be increased in two ways. One, by placing out the invested property upon mortgage at an improved rate of interest; but this would be attended with much risk, which it would scarcely be justifiable to incur, unless the amount was large and could be lent on Parliamentary security. The other source of income might be in an altered disposition of the freehold estates, with a view to some reduction in the cost of management. Upon this latter

latter point, however, I have had the great advantage of personal communication with Mr. Grey, the late Receiver of the Northern Estates, who strongly recommends the greatest caution to be exercised as regards the disposal of any of the property, which contains, in many districts, extensive fields of mineral wealth; and the success of his system of management of the Estates for thirty years cannot be denied.

This subject, moreover, was carefully considered by the Royal Commissioners, and they did not recommend any decided alteration in the existing practice.

The *Expenditure*, however, on account of the Institution, the Royal Commissioners reported would admit of very great reduction, and in this, from my observation and experience, I fully concur; more especially under the heads of "administration and management," as distinguished from "maintenance" of Pensioners.

Reduction of
Expenditure.

At page 6 of the Report of the Commissioners a Comparative Table is inserted, showing the Establishment as it existed in 1860 for 1,600 Pensioners, and as proposed by them for 2,300 Pensioners.

Under the head of "Military," 17 officers are proposed to be employed in lieu of 22, at a cost of 5,583 *l.* instead of 9,645 *l.*; and 17 Civil officers and clerks, in lieu of 31, to cost 5,970 *l.* instead of 10,384 *l.* annually.

In other words the cost which superintendence bears to maintenance is in the proportion of 26 per cent., while that proposed is 9 per cent. only.

I have carefully investigated these numbers and figures, and made inquiries of officers of the Hospital whose opinions are unprejudiced, and have satisfied myself that the numbers stated might eventually, with some slight modification, be sufficient to control the establishment if increased to 2,300 Pensioners. I would, however, recommend that the reduced number of officers hereafter proposed be allowed for the present number of 1,600 Pensioners, which would then be at the rate of 13½ per cent.; and if found insufficient, on any additional number of Pensioners being entered, that the necessity for increasing the number of officers be then reconsidered.

The number of Military officers recommended for controlling the Establishment with efficiency appears to be sufficient, provided it be not intended to place naval officers in the Hospital for military duties *too late in life*, merely as rewards for past services, and I find that so soon after the establishment of the Hospital as 1742, the Admiralty considered it the "duty of the officers to look themselves daily into everything, and not to throw such duties upon others;" but as regards the Civil portion of the Institution, where all should doubtless be active and efficient, I am decidedly of opinion that the numbers allowed by the Commissioners are *more* than sufficient to perform the duties satisfactorily, when the duplicate and often absurd mode of conducting the business is got rid of, which can be done—and I am daily pointing out the way—without in the least impairing the various checks upon the expenditure or issues established in 1829.

But in an attempt I have recently made to simplify the business, and insure a more perfect check on the receipt of provisions and stores, which would have led to a saving of at least 600 *l.* a year, by the abolition of the vacant office of Clerk of the Cheque, the duties of which are of a perfunctory character, the utility of the office having been altogether superseded when the prize business was removed from Greenwich Hospital in 1829, I was outvoted partly upon the ground that my proposal would lead to an *amalgamation* of the Military and Civil Departments.

Thus two offices, the Assistant Secretary and Superintendent of Halls, referred to in the Report of the Royal Commissioners are upheld, in neither of which are the duties sufficient to occupy half the time of each person, while my proposition would have given them full employment, and saved an expenditure of at least 600 *l.* a year.

The Minutes of the Board at Greenwich of the 28th November 1863, fully record my proposal for performing the duties of the Clerk of the Cheque in a more efficient and economical manner, and the grounds upon which it was negatived.

This is not a solitary instance of my endeavour to establish a better feeling of accord between the Civil and Military authorities at the Hospital, whereby much useless and acrimonious correspondence might be avoided, and the ordinary business of the Institution be conducted at Greenwich, leaving the

most important questions only to be considered at the Admiralty. The abolition of the reference of papers to and fro, and the consequent saving of time and simplification of business at the Admiralty, would be also an important consideration.

Amalgamation of civil and military authorities necessary.

Under these circumstances, I assure your Grace it will be useless to attempt to simplify the business at Greenwich Hospital, and adapt its machinery to the usage and economical practice of the present day, unless the recommendation of the Royal Commissioners for the complete amalgamation of the Military and Civil authorities be carried into effect, and the double system of government which now prevails at Greenwich, and has outlived the times, be put an end to.

I have heard it stated as a reason for continuing the present division of authority, that since 1829, when the law was altered, no default or loss of money has accrued to the Institution. To the former I fully subscribe, and it would have been strange indeed for any default to have arisen after the balance of the Hospital moneys was taken out of the hands of a private Treasurer, and since the accounts have been audited by the public Audit Board, in lieu of by a local auditor.

I am, however, of opinion that the accounts of the Northern Estates, which during the last 34 years have included receipts to the amount of about one million and a-half sterling, should also be regularly submitted to the public Auditors, which has not hitherto been done, and the balance at the credit of the Receiver should form part of the Commissioners' available balance to be exhibited in the annual account.

With respect to no loss having accrued to the Hospital under the present system, I respectfully differ from such conclusion, inasmuch as, if it be correct (which I believe it to be), as stated by the Royal Commissioners, that the cost of management may be reduced by 8,000 *l.* a year, the expenditure having been upheld to that extent for 34 years beyond necessity, a loss to the funds of the Hospital has accrued, and which in all probability might have been avoided had not the *double* system of government been in force; nor do I feel satisfied that no ordinary loss can accrue under the existing system of bookkeeping.

Appendix A.

A paper in original, dated April 1849, signed by Sir Charles Adam, who was then Governor, is now before me, and as it accounts in some measure for the exclusion of the Governor and Lieutenant Governor from the Board of Commissioners after the passing of the Act in 1829, and as I do not find it upon record, I append a copy of it to this Report.

My experience at Greenwich Hospital has convinced me that far more harm than good results to the Institution from the separation of the Military and Civil authorities, and I have not yet heard a single sound argument in support of it. Indeed, there have been Admirals as Commissioners ever since 1829, and I can see no reason why two Admirals who fill the offices of Governor and Lieutenant Governor should not be equally eligible to give counsel and serve on the Board. Moreover, it will be a most thankless and laborious task for any individual to attempt to grapple with the prejudices and obstructions which will beset his path in any work of reforming the institution so long as that double system of government is allowed to continue.

Let the amalgamation take place, and the reforms will be comparatively easy to effect; and from my long experience as Secretary to the Audit Board, when the accounts of Greenwich Hospital passed in review before me for many years, and from my knowledge of the manner in which the accounts are now kept at Greenwich, I shall feel it my duty as a Trustee to place them upon a sound system of *double entry*, even should the old system be continued for a time; and I will take care that sounder checks are established for the due security of the funds and property of the Institution than those which now exist.

Commissioners should be resident.

Sir James Graham, in his evidence before the Royal Commissioners, stated that there ought to be two Commissioners always on the spot at Greenwich; that the Governor and a Civil Commissioner should be there; and I am of opinion that the services of the *ex-officio* Commissioners should be made available from time to time, more especially on occasions when large expenditure is likely to be incurred, such as that in connexion with the school buildings which lately might have led to an unnecessary outlay of 25,000 *l.* As no property can be sold out from the funds, or disposed of without the signature of, at least, one *ex-officio* Commissioner, it appears to me they should always be consulted *before* the

Ex-officio Commissioners should be consulted.

the expenditure, for which the money may be required to be sold out, *is actually incurred*.

With the two *ex-officio* Commissioners (viz., the Chief Commissioner of Works and the Paymaster General for the time being), the Governor, Civil Commissioner, and Lieutenant Governor, I believe the suggestions and views of the Royal Commissioners will in the main be carried into effect, as most of them can be adopted without difficulty, when there is but one "Executive Council" of Administration, and but one reference necessary to a Court of Appeal—the Admiralty.

Should this be adopted, the Governor might be relieved altogether from matters of discipline, and his duties limited to the business to be brought before the Board of Commissioners, over which he would preside.

Governor to be relieved from matters of discipline.

His patent as *Governor* would require to be altered, omitting therefrom all reference to *duties* appertaining to that office, and a separate patent might be issued to the Governor by name, constituting him a Commissioner and Trustee in the usual manner.

The Civil Commissioner should be specially charged under Order in Council with all matters relating to *finance*, accounts, and general economy; he should have an office, and superintend the several civil departments, and all orders connected with the civil branch should emanate from him.

Civil Commissioner, finance, &c.

The Lieutenant Governor, in addition to his patent as such, should also have a separate patent issued to him by name, constituting him a Commissioner and Trustee in the usual manner, and he should be entrusted with all matters of *discipline* under Order in Council.

Lieutenant Governor. Discipline.

The two Commissioners thus charged with specific duties should bring before the Board from time to time all matters for consideration relating to their respective departments, in order that a decision might be come to, or reference be made to the Admiralty from the *Board* direct, as each subject might require, and not from any individual Commissioner, or other person connected with the establishment.

The Governor might be allowed to continue as a Commissioner so long as he was able to attend to the Board; but, in the event of his *continued* absence for a period exceeding six months, his patent as a *Commissioner* might be revoked, and the Medical Inspector General of the Hospital, who ranks with a rear-admiral, might be granted a temporary patent as a Commissioner until either the Governor be restored to health or a new Governor is appointed.

Period of continuance as Commissioners.

The patents of the Civil Commissioner and the Lieutenant Governor might be revocable at the end of every five years should they become unfit for active duty, and at the age of 70, or 75, they might be required to retire, to make room for younger men.

In the absence of the Governor, the senior Commissioner present should be required to preside at the Board.

The Royal Commissioners recommend that all persons who may be deprived of their offices on the reorganization of the Institution should be fully indemnified, which would of course follow the revocation of a patent or the abolition of an office; and should Her Majesty be pleased to direct that additional patents, as Commissioners, be issued to the Governor and Lieutenant Governor respectively, on the revocation of any existing patents, I respectfully submit that the opinion of the law officers of the Crown be taken, whether, under the authority of an Order in Council to be laid before Parliament, such patents might not be issued, as I have suggested, without the necessity of a further Act of Parliament.

Indemnification for loss of office.

It will be observed that I have differed in some degree from the recommendations of the Royal Commissioners, so far as the constitution of the governing body at Greenwich Hospital is concerned. I have suggested that the Governor should be a Commissioner in lieu of the "Medical Director General of the Navy," as they proposed; but I fully concur in their suggestions, and in which the present Governor in his letter of 21st May, 1860, also concurs, that the Governor should be relieved from all care and responsibility in connexion with the discipline or the internal arrangements of the Institution.

Difference as to the constitution of the Governing Body.

Doubtless the Governor of Greenwich Hospital will ever be an officer of high rank and in advanced age, who is placed in that prominent naval position as a

reward

reward for services or sufferings. Therefore I agree with the Royal Commissioners that a more active officer, the *Lieutenant Governor* (I think the title better than that of Superintendent), should be specially charged with the *discipline* which is now, under patent, divided between the Governor and Lieutenant Governor. But, in order that the Governor shall in a certain sense represent the veterans amongst whom he resides, and not view his position amongst them in the light of a sinecure, which proposition of the Royal Commissioners I know was felt to be very objectionable, I have proposed that he should, while his faculties are clear, hold a seat as a Commissioner, and have a voice in the welfare of the Institution.

Being thus separated from the details of discipline, and having no power as regards either rewards or punishments, the Governor would be more likely to carry to his grave the respect and esteem of the veterans who surround him in their shelter from the storms of life.

With respect to the functionary whose proposed seat at the Board of Commissioners I have suggested should be filled by the Governor—viz., the “Medical Director General of the Navy”—I wish to observe that, from my knowledge of Sir John Liddell and the good I daily witness he has effected at Greenwich Hospital, I do not believe a better officer or man could be found for the position, and no doubt the Royal Commissioners were in some degree influenced by this feeling in their recommendation. But it must not be forgotten that Sir John Liddell is advancing in years, and that his successor may not have any knowledge whatever of the character of the Institution. Moreover, under the proposed alteration in the administration of Greenwich Hospital, I think it essential that all *three* Commissioners should be resident in or near the Hospital, in order that boards or meetings might be held daily if requisite, and that the officers of the establishment should be free to attend personally before the Board whenever they might desire.

Thus the medical officers, the true guardians of the *health* of the inmates, would have every opportunity afforded them of bringing forward their views; and as it is well known that the most distinguished and able naval medical staff is attached to Greenwich Hospital, I doubt not the Royal Commissioners themselves will admit that the substitution of the Governor of the Hospital for the Medical Director General of the Navy is, under the circumstances I have stated, not an unwise suggestion on my part.

I have hitherto mainly confined my remarks to what I believe to be the essential reform required at Greenwich Hospital; and I might here close my paper, and save your Grace the trouble of considering the numerous minor questions involved in the Report of the Royal Commissioners, the majority of which, I doubt not, would be recommended for adoption under the proposed altered administration. But I should not be fulfilling the directions I have received were I now to do so.

Governors or Military Council, and revision of Instructions.

With the reduced number of military officers some alteration will have to be made in the form of what is termed the “Governor’s Council,” for the punishment of minor offences. Possibly the Captain who is on duty each *alternate month* might be vested with some magisterial authority as on board ship, for the imposition of minor penalties or punishments, leaving the graver offences to be brought before the Lieutenant Governor. By this means less power would remain in the hands of the yeomen of the guard, who are Pensioners, as many complaints are made of the existing system. I mention this as one of the revised rules which would have to be considered and submitted, amongst others, for the approval of the Admiralty; including also the present system of employing one officer *specially* as an “Adjutant,” as well as the introduction of warrant officers. In fact, the whole of the instructions for the officers of this Institution even now require revision, and which would, of course, be the first consideration under a new “administrative” system.

The duties of the hospital may be classed under the following heads of administration:—

Civil (including works),
Military,
Medical,
Clerical, or Chaplain's Charge,
Schools.

Classification of
duties under
heads.

Under the head of "*Civil*," four offices have hitherto existed—viz., the Secretary, Cashier, Steward, and Clerk of the Cheque. The first receives 763 *l.* a-year, including lodging money; the second and third, 500 *l.* a-year each, with apartments, valued at 163 *l.* more; and the Clerk of the Cheque, 663 *l.* a-year; but this office is now vacant, and the duties of it are really of so perfunctory a character that I have already strongly urged its abolition, and a saving of the expense. The Inspector of Works is also an officer under this class, and receives 400 *l.* a-year, with apartments and other allowances.

The Act of 1829 (10 Geo. 4, c. 25), directs, that all officers, with certain exceptions, appointed after that date, shall be selected, *as far as may be*, from persons who shall have served in the Navy, and these offices have usually been filled since that time by Paymasters, who have served as Secretaries of the Navy. The Clerks of the office have from time to time remonstrated against this rule, especially those gentlemen who entered the service of the Hospital before 1829, urging that under such rule they cannot rise, as the Clerks in the Dockyards do, to a higher grade. To remedy this in part, and to insure the fulfilment, in spirit, of the recommendation of the Royal Commissioners, whose proposed limit of remuneration for the four officers named is 1,850 *l.* a-year only, without apartments, while now they are paid (including house rent, or apartments), 2,752 *l.*, I propose there should only be *two* principal Civil Officers in future, instead of four, viz:—

A *Secretary*, who should be the medium of communication between the Commissioners and every branch of the Institution, and in whose office all claims and accounts should be examined, as at Chelsea Hospital, which are to receive the approval of the Commissioners; and—

Two principal
Officers instead of
four.

A *Paymaster and Storekeeper*, who should have charge of all money as Cashier, and stores as Steward. These two officers should be the confidential officers of the Board, and in whom every reliance could be placed for carrying into effect with energy the letter and spirit of their directions. Under these two officers there should be four sub-officers, viz.:—the Assistant Secretary, (Schools, &c.), and the three Senior Clerks in charge of accounts (Accountant), petty cash (Cashier), and stores (Steward).

Thus, the *two* principal officers would, in effect, be in higher positions of check and control over their subordinates; the books being kept by the Clerks, but read off and examined, with the vouchers and Establishment Lists, by them: and by properly subdividing their duties between their sub-officers, whose long office experience would make them experts, and be a test of trustworthiness, their duties would be compatible with their remuneration.

In this sense also more complete and suitable occupation would be given to the Assistant Secretary and Superintendent of Halls, at a very little additional expense.

The former officer I have proposed should be more immediately connected with the school business and secretariat: whilst the latter, who already attends the receipt of provisions, &c., should be the *bonâ fide* "store receiver," in conjunction with the Clerk in charge of stores.

Certain Clerkships and other minor Civil offices adverted to by the Royal Commissioners, would, as a matter of course, if found practicable, be reduced or abolished when the revision of the administrative system had been perfected.

Under the head of "*Military*," the Royal Commissioners recommend that only the following six officers should be employed, viz.:—

Captains, two,—there are *now three* (one is excused from duty on account of infirmity), formerly there were *four*.

Commanders, *nil*,—there are *now three* (two are excused from duty on account of age), formerly there were *four*.

Lieutenants, four,—there are *now four* (one is excused from duty on account of infirmity), formerly there were *eight*.

Masters, *nil*,—there are now *two* Staff Commanders.

The Governor has informed me that he considers the Hospital would require two Captains, two Commanders, and four Lieutenants or Masters, making *eight* in all, to allow for casualties. The Royal Commissioners recommend six for 2,300 Pensioners, but propose that eight Warrant officers, to cost 961 *l.* a-year, should also be employed in lieu of a number of Pensioners. At present there are *twelve* Naval officers borne on the Hospital establishment, as shown above, but *four* of them are excused from duty, and nine are upwards of 70 years of age.

Under the proposed new system of government, the number of officers absolutely required, allowing for casualties, would have to be considered. There is no doubt difficulty in disposing of the Military Officers when they are no longer fit for active duty, but I see no reason why any distinction should be made between them and the Civil Naval Officers, who retire on a pension when no longer fit for service. Under the Act of Parliament of 1829, a Captain or Commander of the Navy might possibly even fill the office of Secretary, as Captain Glasse has already served as a Secretary afloat, as well as a Paymaster, and when worn out be equally eligible for a pension.

I would therefore recommend that no more officers should be appointed than the *eight* considered necessary by the Governor, and that any now borne beyond that number should be pensioned off on full retirement, if no longer fit for duty; and provided the apartments they occupy are not required for other officers, that they be allowed to continue in the occupation of them with any advantages they now possess.

I further recommend that all the Naval Officers, Military and Civil, of the Institution, should in future be appointed for five years, in the same manner as recommended for the Lieutenant Governor and Civil Commissioner, and that they retire from active duty on a pension at 70 years of age, being allowed a step in promotion to a higher retired rank, with the increased half-pay under an Order in Council.

Medical.

As regards the head of "*Medical*," little or no change has been proposed by the Royal Commissioners in the Staff. Indeed, the whole character of the Institution is so essentially an Hospital, the majority of the inmates being so aged, that the cost of the Medical Staff and Infirmary will always be great. It is not, therefore, proposed to make any important reduction or alteration under this head. As I have before stated, however, it would rest with the Medical Inspector-General of the Hospital to watch the health and diet of the whole establishment, and submit precautionary measures and improvements from time to time as he might consider necessary. There are, however, some details connected with the Infirmary which require revision beyond those I have already effected, and I think the Clerk of the Infirmary should be placed on an equal footing with the Mates of the Victualling, and be in like manner under the Steward, or Storekeeper.

Chaplains.

The next head is that of "*Chaplains*," and although the Royal Commissioners do not advert to their duties, I do not feel justified in passing them without notice.

There are *two* Chaplains allowed for the Hospital and Infirmary, the Rev. Mr. Goldney and Rev. Mr. Kitson, of whom all speak in the highest praise, and how indefatigably, though silently, they pursue their sacred calling.

It has been truly said that in an Institution like Greenwich Hospital, it is an uninterrupted passage to the grave—one set of men replacing another only to follow the same progression.

Greenwich Hospital may be regarded as an unusually large parochial charge, and separated as the Pensioners are in most instances from their friends and connexions, they can only look to the care of the Chaplains for advice and religious comfort.

The Chaplains consequently have valuable opportunities for the exercise of their benevolent duties.

It is but just, therefore, to consider whether the office of Chaplain is sufficiently remunerated, as in addition to their duties in the Hospital and Infirmary, they

they have to perform the Burial Service at the Cemetery over at least 300 men who die in the course of a year; besides visiting the wives and families of the Pensioners, when their benevolence must often be sorely taxed.

The salary allowed for each Chaplain is 300 *l.* a-year, while the calls upon them, as I have stated, are incessant.

Mr. Goldney has served on that salary for a period of 25 years, and Mr. Kitson for 18 years. An additional 100 *l.* a-year to each for such duties, and after so prolonged a service, I am sure your Grace will consider but an act of justice; and to their successors I would recommend that a salary of 350 *l.* a-year should be paid, to be increased to 400 *l.* a-year after a service of 10 years.

Before, however, leaving the Chaplain's section of my paper, it appears worthy of consideration whether arrangements might not be made for performing divine service on Sunday evenings, instead of the afternoon service, at certain periods of the year, as so few Pensioners appear to attend at that service. This would, however, involve a small expense for gas-fittings and light in the Chapel.

The remaining head to which I shall advert is the "*Schools.*"

Schools.

The Royal Commissioners recommended a reduction of the Establishment from 47 to 38 in number and in cost of management, including servants, from 7,694 *l.* to 3,510 *l.*

A revision of the salaries of the Masters has taken place, and a new "Principal and Chaplain" has been appointed, who has scarcely had sufficient time to become acquainted with the system to justify him in proceeding at once to make the full reductions contemplated; nevertheless, he has already proposed the abolition of the offices of "Matron" and "Organist," and the blending of their duties with those of other persons employed, and I am informed by him that he will shortly propose some further reforms.

The whole of the Regulations for the entry of boys in the School have been altered by their Lordships, whereby the objectionable system of patronage which formerly prevailed has been abolished. The majority of boys do not, it is stated, go to sea, and as they have to leave the school at 14 years of age, they cannot *then* enter the navy, under a recent Regulation of the Admiralty, which limits the age for boys from 14½ to 15½ years.

The considerable enlargement of the School buildings which has been made must, in some degree, tend to additional annual expense; but an outlay of about 25,000 *l.*, beyond the cost of the new wing to the Schools, has been saved by a simple and judicious enlargement of the dormitories by the Inspector of Works, whereby the requisite quantity of air (about 600 cubic feet for each boy) will be secured. And with the concurrence of the Governor and Chaplains of the Hospital, the boys are now able to attend divine service in the beautiful Chapel of the Hospital, which has also enabled the Inspector of Works to convert the very inferior chapel which existed in the old west wing of the School building into three superior class-rooms, with a dry and spacious play-room under them for the boys in wet weather.

The dining hall has also been enlarged, and other advantages have been secured for the boys' health, comfort, and amusements, both inside and outside of the buildings, at a moderate expense.

I must here advert to the cost of the Schools. The annual charge for the maintenance of 800 boys, including about 4,000 *l.* for the salaries, &c., of masters, amounts to about 22,000 *l.*; but it must not be forgotten that this in one respect is an increasing charge, inasmuch as capital has lately been withdrawn from the funds of the Institution for the enlargement of the Schools, but for the same number of boys only, which at 4 *l.* per cent. interest is equal to a loss of income of about 800 *l.* a-year; and had the more extensive enlargements, as contemplated, been carried into effect, it may be assumed that a further loss of 1,000 *l.* a-year would have fallen upon the funds of the Hospital.

The altered system as regards the administration of the Schools is somewhat anomalous. The Principal, although he is very properly in supreme control over the boys both in and out of school, is in a sense left without advice or counsel, which did exist in a certain degree under the former system.

This may be remedied without interfering with the duties of the Principal should the proposed alterations be made in the administrative body. I would propose that the Governor and another Commissioner, with the Medical Inspector-General of the Hospital and the Principal of the Schools, should meet together once a month, to see how far the Admiralty Instructions have been fulfilled, both

as regards the discipline and course of instruction, and whether any amendment is desirable; to hear the reports on punishments, and consider any question relating to the expulsion of boys from the School, and to see what improvement can be made in order that the instructions of the Lords of the Admiralty may be taken thereon if considered necessary. Also that twice in each year, say June and December, special meetings should be held by the four officers named, to be attended by a Lord of the Admiralty and the Government Inspector of Schools, to receive a report from the Principal of the Schools relative to the progress made during the preceding half-year, which should be accompanied by all necessary statistics, together with any other information and suggestions which may appear desirable.

I have shown how large a sum is paid annually for the support of the Schools, and until some reduction is made in the cost of administration it may be unwise to increase the number of boys beyond the 800 borne, as at present.

**Pensioners'
Children's School.**

There is, however, a small School in connexion with the Hospital, partly supported out of its funds, which I think might be improved and made more useful. This School is for the children of Pensioners, who attend it in very limited numbers. By a return lately prepared, it appears there are 107 children of Pensioners under 12 years of age. These children, if the School could be more fully recognised and supported, might be induced to attend in greater numbers; but this may be more easily effected should proper buildings be erected for the better accommodation of the wives and families of married Pensioners.

**Pensioner ser-
vants.**

Having reported on the general staff which is considered necessary for controlling the several parts of the establishment, I will state generally that the number and pay of boatswains, boatswains' mates, and pensioner servants, have been subjects of inquiry by a Committee of Officers of the Institution, who reported in May 1861, that there were 373 Pensioners then employed in various capacities, at an annual cost to the Institution of 4,529 *l.* 16 *s.* 9 *d.*, and they recommended a reduction of 67 places of employment and an annual charge of 945 *l.* 7 *s.* 7 *d.* This reduction is being rapidly carried into effect, and the eventual charge for the Pensioners so employed will be 3,575 *l.* 9 *s.* 2 *d.*, which will be distributed amongst the Pensioners themselves, many of whom are married men, with families to support.

Upon this point I wish to remark that I do not concur entirely in the views of the Royal Commissioners. There are many Pensioners who may be ruptured or otherwise rendered unfit for active duties to support themselves, but who are fully equal to the light duties required of them in the wards, and it appears to me desirable that every possible means of occupying or employing the Pensioners should be resorted to, provided the duties be not too laborious.

Greater simplification, however, may still be adopted, inasmuch as 299 Pensioners are employed, who are subdivided into 71 ratings, and paid at 15 different rates of pay, ranging from 2 *d.* to 1 *s.* 3 *d.* a day.

By lessening the number of ratings, and classing the rates of wages either under one, two, or three rates, instead of fifteen, more general satisfaction, it is stated, would be given to the men, and there would be greater facility in preparing the pay lists weekly and settling the account of wages. Of course such an arrangement, if adopted, ought to be prospective, so that no man should be injured.

In addition to the foregoing number of Pensioners employed in various capacities, there are 218 persons forming a portion of the domestic establishment of Greenwich Hospital who are *not* Pensioners. Of these 172 are nurses (wives and widows of seamen) and sick attendants; the remainder consist of various persons employed in the infirmary, schools, bakery, brewery, and civil offices. The wages of these persons may mostly be simplified, and the complicated system of provision-money be got rid of, while there are some ratings which may be altogether abolished.

No attempt has yet been made to substitute hired seamstresses for female servants to look after the Pensioners' clothes, as proposed by the Royal Commissioners; but should a new laundry establishment be adopted, as hereafter shown, the duties of airing linen and mending clothes, hitherto performed by some of them, may possibly be done more satisfactorily at such establishment.

The complement of Pensioners authorised by the Admiralty on the 26th March 1861, to be admitted into the Hospital, was 1,600 in number. At present there are only 1,548 borne, including 298 in the infirmary, and 113 on what is termed the Butler's or money list; that is, men who are not victualled, but receive a money allowance in lieu. Pensioners.

The Royal Commissioners recommend that 2,300 should be the established number, which would of course involve a much larger outlay than I have estimated for 2,000.

It will be seen, however, that there is difficulty under the existing regulations in even keeping up the number of Pensioners to the more limited number of 1,600, as there are at present 52 vacancies.

The regulations under which Pensioners are admitted are too stringent, and appear to require revision; as even now, with the increased boons and advantages of late granted to the inmates of the Hospital, the establishment is not kept up.

The notion that some prescribed lengthened service at sea is the requisite qualification is said to keep many men from applying for admission. Another reason assigned is that actual attendance in London is required before the applicant can be admitted.

There is no doubt that Greenwich Hospital was and is intended as an asylum or almshouse for the "relief and support of seamen who may have served in the Royal Navy or in Her Majesty's Service at sea, and who by reason of age, wounds, or other debilities shall be incapable of further service at sea, or be unable to maintain themselves."

As each applicant for admission to Greenwich Hospital must undergo a medical examination, the fact of such incapacity must be known; and provided it can be shown by the Admiralty records that such applicant has *at any time* served in Her Majesty's fleet and been a seafaring man, and that he be now incapable of maintaining himself, it would doubtless be a conciliatory and advisable step that he should be at once admitted, whether there be vacancies upon the established number or not, or whether in receipt or not of an out-pension. There can be but few old men-of-war's men left of the old war; and they might surely be admitted, especially as the rule has been altered in favour of Naval Reserve men. Rules for admission to be altered.

As regards the second objection, there are Staff Officers of Pensioners stationed at different parts of the country, in connexion with whom there are Medical Officers for the purposes of examining and reporting on the state of health of Pensioners generally. I therefore propose that instructions should be issued by the Admiralty for circulation amongst the Staff Officers of Pensioners, as well as the Officers of Poor Law Unions, to the effect that any British seaman falling within the above rule, who may desire to avail himself of the Asylum at Greenwich, should be informed that if a statement of his services in the navy be forwarded to the "Secretary of the Admiralty," or, what I think would be still better, to the "Commissioners of Greenwich Hospital" direct, so that the Admiralty should be altogether relieved from such business, the same will be verified, when an order will be sent down for his medical examination, and if reported to be a satisfactory case, he may at once be sent up to *Greenwich Hospital*, and not to Somerset House, to be forthwith entered, and that the expense of his examination and journey will be defrayed by the Institution.

Doubtless, by such means many poor sailors would gladly avail themselves of the shelter of Greenwich Hospital for the remainder of their days; and should the number of Pensioners again exceed 2,000, then it may be time to consider whether it be necessary to enforce the restriction prescribed by the Admiralty in December 1860, and March 1861.

Since the Report of the Royal Commissioners, many improvements have been effected as respects the comforts of the men. General satisfaction appears now to exist so far as relates to their food, clothing, and bedding. Comfortable arm-chairs have been given to them in their cabins and all necessary supply of wood, &c., for their fires. An addition has also been made to their weekly money allowance, which has been increased from one uniform rate of 1 s. to 3 s., 4 s. and 5 s. a week, according to classification for rating, service, and pension. This alone has created an additional charge of at least 10,000 l. a-year. The men evidently appreciate these boons, and although in some few instances they may be abused, the general report is highly satisfactory. Married pensioners.

A return was lately prepared, showing that there are 403 Pensioners in the Hospital who are married, out of the 1,548 borne, 51 of whom have 107 children to maintain under 12 years of age; the average age of the married men being $64\frac{7}{12}$ years, and their wives $56\frac{3}{12}$ years.

In order to enable the married men the better to support their wives and families, in fact to provide lodgings, an extra allowance of 2s. a-week each, under certain restrictions (which restrictions I think questionable) was granted to them in August last, and should the wife of a Pensioner die, the expense of her funeral is now defrayed by the Hospital. Moreover, the wives and children of Pensioners are allowed medical advice and medicine gratis, according to an old regulation at the Infirmary Dispensary, and small donations are awarded to them on the death of their husbands or fathers, being Pensioners, as may be sufficient to enable them to return to their own homes or parishes.

Building for married pensioners.

There is, however, still one thing wanting to add materially to the comforts of the more respectable class of married Pensioners, which is a building, in close proximity to the Hospital, to contain a number of small cottages for which a moderate rent should be paid, say 2s. a-week, granted for the purpose above referred to. But such building should be conducted under certain rules for the preservation of order, and due comfort of the inmates.

Greenwich Hospital already possesses land or ground on which such buildings might be erected; and advantage might, with justice, be taken of the saving of expenditure now taking place annually, consequent upon the reduced number of Pensioners at present in the Hospital.

It only rests now with the Lords of the Admiralty to issue directions for buildings to be erected for this purpose, when ground, plans, funds, and regulations can be at once found, and submitted for approval, the whole question having been so fully ventilated, discussed, and recommended.

Amusements.

Another matter to which I must advert, is that of finding occupation for the Pensioners in the shape of amusements. It is true there is a library, but old sailors are not given to reading. The Governor lately proposed to the Admiralty that a bowling alley should be made, which could have been prepared at a small cost, but it was not approved of on the ground, as stated, that it could not be erected within the walls of the Hospital. This objection may, however, be removed, when it can be shown, as I believe it may be, that sufficient space can be obtained within the building for the purpose.

Another means of amusing the Pensioners, and assisting to keep them out of public-houses during the long winter evenings, would be by appropriating one of the vacant wards for lecturing on homely and interesting subjects, the exhibition of magic lanterns, and such like. So large a body of men, three-fourths of whom are unmarried, require such entertainments to be provided for them, and I do not think that a small portion of the surplus funds of the Institution could be applied to a better purpose.

Marriages.

Before closing my remarks on the Pensioners, it is evident from what has lately occurred, that some discretion should be allowed to the Lieutenant-Governor, when entrusted with the discipline, upon the question of marriages. Under the existing rules Pensioners are not allowed to marry after they enter the Hospital, but in the event of marriage they must leave the Hospital. I propose that the Lieutenant-Governor, like the Lieutenant-Colonel of a regiment, should be authorised to sanction, if applied to for the purpose, the marriage of a Pensioner, if it should appear to him, after inquiry had been made, that there was no real objection to such marriage on the grounds of disparity of age or any other circumstance. Many, no doubt, would avail themselves of the privilege, and some small additional charge upon the funds of the Institution would accrue; but it would remove in a great degree the feeling which now exists, that Greenwich Hospital partakes of the character of a monastic institution.

Widows of seamen, &c. drowned.

The long disputed question relative to the power of appropriating the funds of the Institution for the benefit of the "*Widows of Seamen and Marines*," has been brought to a close by an Act passed during the last Session of Parliament (Act 26 and 27 Vict., cap. 67), which directs that a sum not exceeding 5,000 l. shall be set aside annually out of the revenues of Greenwich Hospital, for the purpose of forming a special fund, out of which gratuities to widows shall be paid equal to one year's full wages, according to the rating of their late husbands at the time of their death, provided they were slain, killed, or drowned in the sea

sea service of the Crown. The appalling calamity which befel Her Majesty's ship "Orpheus" hastened this fulfilment of the original charter of 1694; and the reduction now proposed, as shown in the Appendix, will meet the expense.

I now desire briefly to advert to some of the casual remarks and suggestions contained in the Report of the Royal Commissioners. In the first place I cannot concur in the suggestion that certain officers of the Hospital should act for the Commissioners at the Board in the event of their absence from any temporary cause. It appears contrary to all rule that any person should have control over the funds of the Institution, even temporarily, who is not a legally constituted Trustee.

On suggestions of Royal Commissioners.

The proposal I have made that the three paid Commissioners shall be resident in the Hospital, with the power to summon the *ex officio* Commissioners, is the best guarantee for protecting the funds, as well as for the prompt execution of the business of the Hospital.

The employment and mode of paying Naval Officers, in the manner recommended, is also open to some question. The limitation of age on appointment to 55 years may possibly be correct for officers below the rank of Captain, but the reconsideration of each appointment at the end of every five years will, I think, make such limit practically unnecessary.

With respect to their being paid the full pay of their respective ranks, and the amount of their half-pay being paid over as a receipt in aid of the Funds of the Hospital, it is a well-known rule of the Public Service, that half-pay or Pensions when voted shall be paid only to the individuals entitled to receive the same, as corrupt practices were found to exist in former years from the adoption of the course recommended by the Commissioners. It is, therefore, I submit, far more satisfactory to continue the payment to the officer *himself* of his half or rather retired pay as voted by Parliament, leaving the Institution, which was specially founded and royally endowed for the purpose, to pay such salary or remuneration as the services to be rendered to the Institution may appear to justify.

Half-pay of officers.

The objection and the rule I have stated above as regards half-pay are equally tenable against the payment of surrendered *out-pensions* on account of men who have given up the same by becoming in-pensioners, so that I do not see how the funds of the Institution can or ought to be benefited from such sources.

Out-pensions of seamen, &c.

There is, however, one matter in connexion with the out-pensions which appears to be deserving of favourable consideration for the Pensioners themselves. It is this: some men are granted pensions for *wounds* received in the service. Such pensions are usually small in amount, and should be classed altogether distinct from the ordinary pensions for length of service. It is the practice to require that men, if they agree to enter Greenwich Hospital, shall give up *any* pensions that may have been awarded to them out of the votes of Parliament. I submit whether a man so entering the Hospital should not be allowed to continue to receive the pension awarded to him for his sufferings, that is, for *wounds*, although the rule should continue with respect to his pension for service.

Pensions for wounds.

The Clerks, it is suggested, should form one establishment. This, doubtless, can be carried into effect when the civil establishment has been re-organised in the manner I have proposed. Already I have obtained the abolition of about 20 duplicate books of record, and thereby saved the unnecessary labour of keeping them, which had been continued for years. More useless labour still may be got rid of; for instance, the Minutes of the Board, as now prepared, are in most Departments of the Government materially abridged by the use of a daily record book of letters and papers received, by means of which papers are readily referred to from short minutes of proceedings. Such book, however, has not been kept at Greenwich Hospital; the consequence is, that long minutes have to be prepared, and long extracts made therefrom, for circulation to the several branches.

Clerks.

One Clerk has already been discontinued at 300 *l.* a year, and others, probably three in number, as vacancies occur, need not, in my opinion, be filled up.

The salaries of the Clerks have been increased since the Report of the Royal Commission; but by making the Senior Clerks sub-officers to the two principal

cipal officers as I have proposed, economy will not only be the result, but the highest salary for Clerks will not then exceed 300 *l.* a year, the prizes being the sub-offices before referred to, and greater satisfaction will be given to the Clerks themselves.

Mates of
Victualling.

There are two officers under the Steward, viz., the "Mates of the Victualling," whose places the Royal Commissioners recommend should be discontinued; but I do not concur therein, because they perform Clerks' duties, and if abolished, a more expensive class of persons would possibly have to be substituted for them. I think, however, that they should be made more generally useful under the Steward, and be viewed as extra Clerks, to be paid at a fixed rate, with a rise in their rate of pay after a certain number of years' service.

Future clerks or
writers.

Whenever it may be necessary to appoint hereafter any Clerks, which I do not contemplate for some years, I think it very desirable that persons should be selected who had served in the Navy or Marines, who may have been trained up to look for a less ambitious scale of remuneration than gentlemen who have been appointed, as hitherto, through political or other interest.

Solicitors.

There are important functionaries connected with Greenwich Hospital whose position and mode of remuneration ought not to be overlooked. I refer to the "Solicitors," not only at Greenwich, but in connexion with the estates in the counties of Northumberland and Cumberland. The Solicitors to the estates in the North are already paid by moderate fixed salaries, the advantage of which is that the Receiver feels himself at liberty at any time to consult with the Solicitors without the fear of a bill of costs, and it is possible that even greater facilities would arise hereafter out of such an arrangement were the Solicitor in closer proximity to the Receiver than at Newcastle. One question, however, may some day have to be considered, which is as to the necessity of holding "Court-leets" or Manor Courts, on behalf of the Commissioners of Greenwich Hospital, now that such great facilities are afforded to the poor man by means of "County Courts."

The Solicitors to the Hospital at Greenwich are paid by bills of costs, and not by salary, in consequence of which there is less freedom of communication with them than there might be otherwise. This, however, is not the only objection to the present system, as every contract entered into for the supply of provisions or stores however small, and agreement or lease for the numerous small houses and tenements, has to be referred to the Solicitors for completion, the costs of which are, in most instances, paid for by the contractors or others, thereby enhancing the price of supplies to the Hospital. Such mode of remunerating Solicitors has been long since superseded in most Departments of the State, and a fixed salary or income is granted in lieu. Indeed, all contracts entered into for the great supplies for the Navy are prepared by Clerks in the Admiralty, with the aid, when necessary, of the Solicitor; and I see no reason why a similar practice should not be adopted at Greenwich Hospital. I therefore am strongly of opinion that the Solicitors of Greenwich Hospital should be paid by a fixed salary or income to be agreed upon, the whole of which should form a direct charge against the funds of the Institution, and I believe that such mode of remuneration would be preferred by the Solicitors themselves.

Food.

On my visits to the dining-halls of the Hospital and the Schools from time to time, in accordance with the Admiralty instructions, for the purpose of seeing that the objects of the Institution are attended to, I have directed my attention to the meat and bread, and also to the arrangements for the supply of beer.

Meat.

The consumption of "*meat*" during the year 1862 was 430,205 lbs., or 3,841 cwt. The contract price for meat in December 1862 was at the rate of 2 *l.* 11 *s.* 10 *d.* per cwt., equal to about 5½ *d.* per lb. Although "prime" meat is contracted to be supplied, great complaints have been made of late of the character of the meat, and rejections have from time to time been made. A new contract has been entered into within the last few days with another person for the ensuing six months' supply, at the rate of 3 *l.* 6 *s.* 10 *d.* per cwt., equal to about 7 *d.* per lb.

This increase of 1½ *d.* per lb. on the annual consumption is equivalent to an additional charge upon the funds of the Institution of 2,688 *l.* a-year, which could not be objected to, provided "prime" meat was secured at such cost; but
from

from what is reported to me, from my own observation, and from the taste and flavour of the meat itself, it is not what it professes to be, and it is evident that the old Pensioners have much difficulty in masticating it.

The meat in carcase is sent down to Greenwich from the London markets; there is no evidence that it is not "packed" meat from foreign ports: and there are many ways of passing off improper meat when supplied in quarters or carcase from such markets. Occasional rejections may take place, but it is very difficult to guard against the receipt of inferior meat under such circumstances, and its good properties cannot be fully tested until cooked and placed before the aged Pensioners, a large body of whom it may be daily seen, not being able to eat the meat from its hardness, take it away for the purpose of re-cooking or selling it.

The Hospital cooking, however, it must be stated, cannot upon the whole be justly complained of.

The remedy for this appears to me to be that which has been resorted to at Deptford Victualling Yard for obtaining supplies for the Navy. During some months in each year *live* oxen are received there from contractors, when they are slaughtered, and the meat cured.

The experience of the Receiving Officers at Deptford enables them to discriminate between healthy and unhealthy beasts, before they are slaughtered, and the inspection of the carcase after death is a further check upon fraud. At Deptford there is every convenience for affording the requisite accommodation for supplying the Hospital with meat, and a periodical claim could be made for repayment of the cost of supply.

The weekly consumption on an average is about 8,270 lbs. of meat, the annual cost of which, at the present price, cannot be less than 12,500 *l.*, about equivalent to the supply of three line-of-battle ships, but in the proportion of, beef, two-fifths; mutton, two-fifths; and pork, one-fifth.

As, therefore, the British sailor is supplied with meat chiefly from the stores at Deptford whilst he is serving afloat, there appears to me no reason why he should not continue to be so supplied when he is worn out, and an inmate of an asylum so contiguous to Deptford.

The cost of such supply would be repaid to the Admiralty out of the funds of the Institution, in the same manner as the supply of flour used to be paid for formerly, and as the cost of grinding "cocoa" for the Hospital is now paid for.

Should, however, any difficulty exist in the way of supplying meat from Deptford, as proposed, then I submit that a slaughter-house should be erected contiguous to the Hospital, similar to that lately erected by the Admiralty at Sheerness, the cost of which was about 500 *l.* Live animals could then be contracted for, to be slaughtered at Greenwich by the contractor under proper inspection.

The "*bread*" has not been much complained of lately. For some years antecedent to the famine in Ireland, in 1847-48, the flour for the use of Greenwich Hospital was supplied from Her Majesty's Victualling Yard, at Deptford, where the wheat was ground. There was every security then that the Pensioners were supplied with the purest and best flour and bread. In consequence of the great pressure upon the establishment at Deptford at that time the Lords of the Admiralty requested the Commissioners of Greenwich Hospital to obtain the flour *for a short time* in some other way. Since then it has been obtained by contract, but there is no reason why the former practice should not be resorted to, and the pure flour known to be produced at Deptford Victualling Yard again made use of. Bread.

The quantity of flour manufactured at the Hospital in 1862 into 745,268 lbs. of bread, was 2,070 sacks of 280 lbs. each, and the cost price of the bread produced therefrom, including the cost of manufacture, was 1½*d.* per lb.

Provided the flour received into the Hospital be pure, there can be no doubt of the purity of the bread produced at the bakery of the Institution, and the Medical Officers would naturally complain if it was unfit for use. Nevertheless, I strongly advise that the former practice of obtaining flour be reverted to, if the bakery, as at present, is to be continued, in favour of which there is a very general opinion.

Questions have been raised, from time to time, as to the policy of continuing the present system of brewing "*beer*" for the pensioners. Beer.

During the year 1862 there were 2,868 barrels of beer brewed, the price of which, including the cost of manufacture, was 1 *l.* 4 *s.* 8½ *d.* per barrel, or about 8½ *d.* per gallon; 13 quarters of malt, and 95 lbs. of hops are used to brew 52 barrels of beer for ordinary use.

In 1843 the brewery in the Hospital was nearly destroyed by fire, when porter was supplied by contract. The Commissioners recommended in the following year that the supply of porter should be continued, but the Admiralty then directed the brewery to be reinstated, it appearing by a statement then prepared that there was a profit in favour of the brewery.

The quantity brewed, and the number of Pensioners to be supplied with beer have been considerably reduced since that time; in fact, only 255½ gallons of beer were issued on the 9th December last, the allowance being one quart of beer per man a-day. On festival days stronger beer is issued, when 17 quarters of malt and 170 lbs. of hops are used to brew 34 barrels of ale.

In April 1850, the subject of supplying the Pensioners with beer was brought under the notice of the Admiralty by the Governor, and a change recommended.

The Governor stated various reasons which then weighed with him in favour of a money allowance being granted to the Pensioners in lieu, and not only supported his views by the opinion of the then Medical Inspector-General of the Hospital, Sir John Liddell, but added that, after careful inquiry had been made, it appeared that out of 1,879 Pensioners then in the Hospital, 1,541 would have preferred a money allowance in lieu, leaving only 338 who wished to retain the beer. This was, however, at a time when the weekly pocket or tobacco money was only 1 *s.*; nevertheless, with the increase since granted, the practice of selling and bartering beer now continues, it being served out to each man early in the morning, and none of it appears on the tables in the dining-halls at dinner time.

The Admiralty did not then see fit to cease making use of the brewery, nor to give to the Pensioners the money allowance in lieu of beer.

In March 1851, and again in November 1852, Sir Charles Adam, who was then Governor, brought the subject forward for reconsideration; but he was informed, in reply, that "the Lords of the Admiralty required more information before deciding upon the propositions contained in his letter."

The Royal Commissioners in their Report recommended the abolition of the brewery, and when it is borne in mind that it was rebuilt for the purpose of supplying more than double the number of persons for which it is now required, and that the increased rate of weekly money enables the Pensioners to spend more upon beer and stimulants outside the Hospital, which as old sailors they doubtless do; bearing in mind also that the money value of the beer—say *twopence* a-day (the present cost price)—would still further assist the families of married Pensioners, I lean to the opinion of the Commissioners that the brewing in the Hospital might be abolished; and I would suggest that the building should be either pulled down or converted into a bowling alley for the amusement of the Pensioners, as lately recommended by the Governor, or for any other purpose that may tend to their comfort, for which it may be suitable; or it might be converted into a washing establishment, or laundry, as will be hereafter shown, when the steam-engine now in use might be applied to that and other useful purposes.

Should the Lords of the Admiralty now see fit to substitute a money allowance in lieu of the beer supplied, there would, in my opinion, be no difficulty in the arrangement of the necessary details.

Washing.

"Washing" is a very heavy item of expenditure. The average annual amount paid for the Hospital, Infirmary, and Schools during the last six years was 3,767 *l.*

In July 1850 complaints were made by the Governor with respect to the washing of the linen, and the manner in which it was sent home. An improvement in many respects resulted therefrom, and of late years no serious complaints have been urged, as airing rooms have been provided in the Hospital.

The Governor, however, recommended that a laundry should be established in connexion with the Institution, not only for washing all the linen, but also for cleaning the hair, and re-manufacturing all the beds that require it.

The

The Lords of the Admiralty stated, in reply, that they "entertained so much doubt whether the prospect of economy from the substitution of a washing establishment for a contract could be realised, that they were not prepared to give any orders upon the subject at present."

The question does not appear to have been again mooted, excepting the carding or cleaning of the mattresses and bedding, which has been done since 1859, under the direction of the Inspector of Works, instead of by contract, at a considerable saving of expense, and in a manner which gives general satisfaction. This, however, was not accomplished without much opposition, and it might be a still greater improvement if done out of the Hospital building, and in a separate laundry.

The laundry or washing question being one of far greater importance and cost, it no doubt will meet with even stouter resistance. Some evidence taken before the Royal Commissioners was in favour of a laundry, other evidence supported the contract system. The Inspector of Works was clearly of opinion that it would be better for the Pensioners, and that the washing could be done at much less expense, but he did not then see where the building could be placed.

The Royal Commissioners are silent upon the subject. I have, however, given much attention to the matter, and while I am prepared to admit that no fault can be found with the contractors (for there are two) as to the manner in which they have performed their contracts, I am decidedly of opinion that a saving of at least 50 per cent., amounting to nearly 2,000 *l.* a-year, can be effected; the dirty linen could then be removed once or twice a-day from the Infirmary and at once cleansed, which the Inspector General considered of great importance in a sanitary point of view, as well as for the preservation of the linen. In connexion with the laundry might be airing rooms and workwomen for repairing the linen and clothes, so that they might be returned to the Wards, Infirmary, and Schools in a fit state for use, without the necessity of having intermediate places of reception as at present. The widows, wives, and daughters of Pensioners might also be employed on these duties.

The only difficulty as to a piece of ground on which a laundry could be placed is now removed, as the Commissioners have since purchased about two acres of land not far from the Hospital, upon which a laundry with all modern appliances could be erected; and, as it faces the river, coals could readily and cheaply be obtained.

I find it to be the practice at the Naval and Military Hospitals to wash their own linen, which is also adopted at the Royal Naval School and other modern establishments.

Another advantage arising out of such a plan at an Institution near London, like Greenwich Hospital, would be the impossibility of the linen being in any way brought in contact with *London hospital* linen.

I have endeavoured to become acquainted with the system lately introduced at Woolwich, Shorncliffe, and Netley.

On Woolwich Common a laundry has been erected, with steam-engine and all necessary fittings, where 19,000 pieces a-month are washed, mangled, repaired, and aired fit for use, at an annual cost of about 500 *l.* It is, however, capable of washing double or treble that quantity, which it will have to do when the "Herbert" hospital is opened, with which it is connected. The only objection that I have heard at the War Office to the modern machinery is that it could wash more cheaply if it had more to do. This favourable suggestion would be at once met at Greenwich Hospital, where the average number of pieces sent monthly to be washed is 95,200.

The laundry at Netley Hospital, however, is considered the most extensive and complete of any now in operation, and I have been favoured with statistics regarding it, which show that the washing and repairing 276,826 pieces in the last six months would, if done by contract, have cost 1,705 *l.* 16 *s.* 2 *d.*, while at the Hospital laundry they cost only 792 *l.* 8 *s.* 9 *d.*, being a saving on the year of 1,826 *l.* 14 *s.* 10 *d.* At Greenwich Hospital the saving would be still greater, as there would be more pieces to wash.

With these facts before me, I do not hesitate to recommend the immediate erection of a laundry for the Hospital, where the carding of bedding can also be done, feeling assured that within two or three years the saving of expense to be effected will defray its cost.

Gas.

The total quantity of "gas" consumed during the past year in the whole of the buildings connected with the Institution amounted to 8,216,000 cubic feet. This gas is supplied by the Phoenix Gas Company at Greenwich, under a contract of 21 years from 1st May 1861, at 20 per cent. less than the 4 s. 3 d. per 1,000 cubic feet charged to the general consumers.

This arrangement was made to supersede the necessity of the Hospital making its own gas as contemplated at the time, and for which a Bill was introduced into Parliament.

The cost to the Hospital is now about 3 s. 5 d. per 1,000 cubic feet, but if the manufacture of gas by the Hospital had been sanctioned, there is no reason to suppose that the cost would have been greater than it is at the Dockyards, where I am informed it averages about 2 s. 9 d. per 1,000 cubic feet.

The amount paid by the Hospital for gas during the last year was 1,403 l. 13 s. 3 d. The supply to officers' apartments is repaid by them, amounting to about 250 l. a-year. From the darkness, however, of the building generally, owing to the thickness of the walls and other causes, it seems scarcely just to charge them with the whole expense, as it has always been the practice at Chelsea Hospital to light the apartments as well as keep them aired.

Works and Repairs.

The Royal Commissioners recommended in their Report that there should only be one Inspector of Works. This has been carried into effect; and the present Inspector of Works, Mr. Sivell, is a very valuable officer, being both zealous and able in the performance of his duties. Although in a large Institution like Greenwich Hospital, with the School and other buildings attached thereto, the cost of repairs and alterations will always amount annually to a large sum, nevertheless it appears upon reference to former years that the existing system of employing labour and purchasing materials is far less expensive, and the work is better done, than under the former system of contract work.

Some further reduction may possibly be made in the staff of persons employed under the Inspector of Works, and when the alterations in the School buildings are completed a considerable diminution of outlay may be looked for.

The Inspector of Works may be made more generally useful than he is at present. His knowledge of the buildings is very great, and the calls upon him are incessant; in fact, the protection of this noble pile of buildings against fire or other injury rests with him; and although the salary allowed for the office is larger than what is recommended by the Royal Commissioners, I am of opinion the management of the laundry, brewery, slaughter-house, and even married Pensioners' buildings, and engines, should be placed under his charge, in the event of the alterations I have suggested being sanctioned, with some additional allowance, but to be reconsidered on a new appointment.

Very great economy, I am sure, would result therefrom, as the saving already effected for carding and cleansing the mattresses and bedding alone under the arrangements made by the Inspector of Works is, as stated, not less than 1,000 l. a-year.

Appendix B.

Salaries.

The questions regarding salaries or wages, house rent or allowances, as well as parish and poor rates, I do not propose to enter upon in this paper, but in the Appendix will be found an Establishment of Officers and persons which appear sufficient for the requirements of the Institution, with the salaries, &c., attached to each office. The result shows a reduction of 5,422 l. a-year.

Cemetery.

The new Cemetery arrangements are working satisfactorily, and the grounds are kept in perfect order.

Police.

Although the cost of the Metropolitan Police to the Institution is considerable, nevertheless it is generally admitted that their introduction into the Hospital has been a great improvement upon the former system.

Painted Hall.

Since the payment on entrance to the Painted Hall ceased, the number of visitors have not been recorded, but directions have been given for keeping such record in future.

Appendix C.

Wards.

A statement of the several Wards in the Hospital, with the number of beds in each, occupied and vacant, will be found in the Appendix, a reference to which will show that I am fully justified, with surplus funds in hand, in suggesting that

that the regulations in force for the admission of Pensioners should be relaxed, at any rate so far as regards the old war seamen who may have belonged to the fleet in any capacity, and who are rapidly decreasing.

In concluding the observations I have felt called upon to make relative to the organization and general arrangements of Greenwich Hospital, it may be expected that I should advert to the general component parts of the "Accounts" as made up and rendered for audit. Accounts.

The Account Books, as kept at Greenwich Hospital, were established in the year 1829.

They are not based upon any scientific principle of double entry; the annual account, therefore, as prepared from them, represents net sums, instead of direct items of charge and discharge.

Balances.—11,170 *l.* 14 *s.* 4 *d.*, on 1st January 1863. The Annual Floating Balance brought forward at the beginning of each year excludes the amount remaining in the hands of the Receiver of the Northern Estates and the Moor Master at Alston, the average amount of which is about 3,600 *l.* This I hope to remedy when new forms of books are brought into use, and an amended account prepared for the ensuing year. Balances.

Interest on Invested Property.—87,505 *l.* The property on which this income arises, is as follows:— Invested Property.

	£.	s.	d.
Three per Cent. Consols - - - - -	1,144,450	8	8
Three per Cent. Reduced - - - - -	1,485,912	2	11
New Three per Cents. - - - - -	99,462	7	9
Two-and-a-half per Cent. Stock - - - - -	8,800	-	-
TOTAL Stock - - - £.	2,738,624	19	4
Lent on mortgage:—			
To Trustees of Woolwich and Greenwich Trust -	1,604	14	2
To ditto, Alston Roads, Cumberland -	28,128	13	1
To ——— on an estate in Northumberland, lately sold - - - - -	18,000	-	-
To Commissioners of the Exhibition of 1861, equal to 125,163 <i>l.</i> 1 <i>s.</i> 7 <i>d.</i> Stock sold out - -	120,000	-	-
TOTAL - - - £.	2,906,358	6	7

This property includes two sums referred to in a former part of this paper, viz., 157,050 *l.* 18 *s.* 2 *d.* the Alston Moor Mines Fund, and 59,279 *l.* 13 *s.* 5 *d.* the Insurance Fund. It has been recommended by the Royal Commissioners that the further accumulation of these funds should cease; but so long as there is surplus capital to invest, it matters but little under what title in the books of the office such savings be classed, as the investments form one general stock for the Commissioners in the books of the Bank of England; and in the event of a deficiency occurring in after years, or loss arising by the casualty of fire, sale of such stock would be requisite to make it good.

The nucleus for a separate fund for the benefit of widows, under an Act of Parliament of last Session, has lately been formed by the purchase of 2,200 *l.* 16 *s.* 6 *d.* stock included above.

Northern Estates.—37,993 *l.* This is the *net* sum remitted by the Receiver of the Northern Estates of Greenwich Hospital, in the counties of Northumberland and Cumberland, out of 49,611 *l.*, the gross amount received by him during the year 1863; 9,453 *l.* has been expended on account of the property, part of which has been laid out on drainage and other improvements, upon which interest is payable by the tenants. The balance in hand has also been increased by 2,158 *l.* Northern Estates.

An account of receipts and disbursements is sent up to Greenwich monthly by the Receiver, accompanied by the vouchers. They have not hitherto been reported upon to the Commissioners as to their correctness, nor have they been forwarded to the Commissioners of Audit for examination; but this I hope to have done during the ensuing year, and also to show the arrears of rent outstanding by means of an improved form of account.

The northern property consists of 14 Estates or Manors, sub-divided into 256 farms

farms or lettings, extending over 33,536 acres, and yielding an annual rental of 33,577 *l.* 5 *s.* 9 *d.*, payable half-yearly.

The "Woods" consist of 3,570 acres, 547 of which have been planted by Mr. Grey, on unprofitable land, since 1835. The sale of wood during the last year realised 4,755 *l.*, including about 500 *l.* for bark, out of which 1,343 *l.* was paid for various expenses connected with the woods, leaving a net balance of 3,412 *l.* If woods are to be maintained by replanting, a third of the gross receipts is considered a very moderate outlay.

Alston Mines.

The "Mines" at Alston are let to about 34 lessees. Last year 13,453 bings of lead of 8 cwt. each were raised, the duty ore upon which, amounting to 1,500 bings, realised 7,663 *l.*, and after deducting the charges of 514 *l.*, a net profit remained of 7,149 *l.*

The proportion of duty on the quantity of ore raised is at one-seventh upon about one-half, the remaining half being at one-tenth, with the exception of a small quantity at one-ninth.

The "Moor Master" is resident at Alston, and he reports to the Receiver at Dilston, where he resides, upon all matters concerning the working of the mines, and regarding the sales of duty ore.

The Alston Mines Fund, to which reference has been already made, was instituted in 1833 by investing one-third of the annual produce of the Mines Duty ore, and the dividends on the stock as a fund to meet any deficiency which might arise in the produce of these mines.

During the summer I paid a hasty visit to some parts of the estates, more for the purpose of gaining some idea of the locality, which has enabled me to consider with greater confidence the several matters relating to the estates which have come before the Board at Greenwich. I have since collected much valuable information regarding the management of the estates from the late Receiver and others, and after a more prolonged inspection of the several farms, buildings, &c., which I contemplate in the spring, I shall be able to furnish your Grace with better information than I am now able to do. I will therefore postpone for the present making any further remarks on the subject of the "Northern Estates."

Greenwich Rents.

Greenwich Rents.—4009 *l.* There are about 177 houses or holdings belonging to Greenwich Hospital producing this income. The property has chiefly been acquired since 1824; it was purchased in order to carry out the plan originally proposed by Sir Christopher Wren for improving the area and accesses of the building.

Many of the houses in East Greenwich are of an inferior description, and there is room for considerable improvement, possibly by converting them into residences for married Pensioners.

Greenwich Market.

The market at Greenwich belongs to the Hospital, it having been transferred in 1704 by first Earl of Romney; the tolls yield about 130 *l.* a-year.

Isle of Dogs.

There is also some land opposite to the Hospital in the Isle of Dogs, which is let on lease at a moderate rent, under covenant that no building shall be erected thereon, nor be applied to any purpose without the previous sanction of the Commissioners; the object being to keep it open, and free from any use that might prove detrimental to the comfort of the Pensioners, as well as the grandeur of the Hospital.

Consolidated Fund Grant.

Annuity from the Consolidated Fund.—19,886 *l.* Sixpence a-month was paid into Greenwich Hospital under the authority of Act 7 Wm. 3, cap. 21 (1696), being a contribution from each merchant seaman.

This tax amounted to 22,000 *l.* a-year, but it was withdrawn from the funds of the Hospital in 1834, under the authority of Act 4 & 5 Wm. 4, cap. 34, which settled a grant of 20,000 *l.* a-year upon the Hospital in lieu thereof from the Consolidated Fund, for the reasons assigned.

The deduction is to defray the pension of a late Collector of the sixpenny duties.

Without this contribution it is quite evident that the income of the Institution would not be sufficient to meet even the present rate of expenditure; but it may be a matter worthy of future consideration whether the unclaimed shares of prize money which for some years past have been paid into the Exchequer, although by Proclamation Her Majesty gives up her right in all prize proceeds to the officers, seamen, and marines of her fleet, might not be restored, in substitution, to Greenwich Hospital. Moreover, it must not be forgotten that the great

great bulk of the funds of Greenwich Hospital was formed out of prize money paid over to the chest at Chatham, and subsequently transferred to Greenwich Hospital.

Should any change of policy hereafter arise in connexion with this grant it may possibly, having reference to the diminished employment of naval officers in the Hospital, be but just to extend to other classes, under an Order in Council, some small pensions on the Navy Estimates for good and meritorious services, usually designated as "Greenwich Out-Pensions."

Freight of Treasure, &c.—6,156 *l.* The Royal Proclamation of 1819 fixed the rates to be paid for public and private treasure conveyed in Her Majesty's ships, and directed its distribution as follows:—

One-fourth to the Admiral or Admirals on the Station;
Two-fourths to the Captain; and
One-fourth to Greenwich Hospital.

By a subsequent Proclamation, dated 23d April 1831, the *rates of freight* were altered, but the distribution as fixed in 1819 was left undisturbed.

The Royal Commissioners recommend that the *whole* of the freight money should be appropriated to Greenwich Hospital, and the additional three-fourths was estimated to produce 6,000 *l.* a-year.

This is more a question of policy for the Lords of the Admiralty, as it would deprive Admirals and Commanding Officers of Her Majesty's ships of that amount should it be appropriated as recommended. Valuable evidence, however, was given before the Royal Commissioners on this subject, upon which their Report was based.

The other heads of receipt included are small in amount, and need no specific remark.

I have thus endeavoured to show that no reliance can be placed upon any considerable increase of income from the sources already available, nor on principle can I look for any aid from the votes of Parliament for either half-pay of officers or out-pensions of the seamen.

It is therefore under the head of "Expenditure" that benefit to the Institution, and the interest of the British seamen who are "incapable of further active service," must be looked for.

As Greenwich Hospital, the pride of Englishmen, will doubtless be upheld so long as Great Britain possesses a fleet, I will conclude my paper by reiterating my belief that until *unity* prevails in the Council of Administration at Greenwich, I do not see how true economy can be effected, or the Institution made thoroughly acceptable to the worn-out defenders of the country.

The accounts of the Hospital will not, I find, be made up sufficiently in detail until the close of the month. I will not, therefore, detain my report to your Grace for them, but will hereafter submit separately an account for the year in an amended form, so as to show the exact revenue and expenditure distinct from the capital account.

My paper has extended to a greater length than I anticipated, but the attention of the public of late having been so much called to Greenwich Hospital, and the manner in which I was referred to individually last Session, made me desirous not to overlook any part of the Institution which could challenge controversy.

It has been far from my intention to animadvert upon the conduct or proceedings of any individual connected with the Hospital, but while I respect the prejudice which upholds ancient practices, I cannot hesitate to recommend such changes as, in my humble opinion, after many years' experience in the re-organization of great Departments of the State, require to be made at Greenwich Hospital, which would give satisfaction to the public and make it looked up to as a real "Sailor's Home," and an asylum for "British seamen who have served their country and become incapable of further service at sea, and unable to maintain themselves."

I have, &c.
(signed) R. M. Bromley.

To His Grace the Duke of Somerset, K.G.,
First Lord of the Admiralty,
&c. &c. &c.

APPENDIX.

(A.)

COPY of a Paper endorsed in the Handwriting of Sir Charles Adam, Master and Governor of Greenwich Hospital, "Memorandum respecting the Constitution of Greenwich Hospital. A copy given to Sir Francis Baring."

THE former constitution of Greenwich Hospital, which was framed in 1703, consisted of the Great Officers of State and other eminent persons, who were styled "Commissioners and Governors," and were incorporated by Royal Charter in 1775; 24 of them, including the Governor, Lieutenant Governor, Treasurer, and Auditor were called "The Board of Directors," and were a standing Committee to transact the current affairs of the Hospital.

The internal discipline of the establishment was administered by the Governor and a Council of the military and civil officers.

The First Lord of the Admiralty having in his gift all the patronage, and being President of the General Courts, was the most influential member of the Corporation.

On the decease of the Treasurer, Sir Thomas Boulden Thompson, in 1827, his deputy, on closing his accounts, proved a defaulter to a large amount, and the Commissioners and Governors appointed a Committee, consisting of Lords Bexley, Wallace, Farnborough and Lowther, and Sir George Cockburn (then the First "Sea-Lord" of the Admiralty), to suggest measures to prevent a recurrence of similar losses.

This Committee recommended that the whole affairs of Greenwich Hospital, civil as well as military, should be administered under the authority, control, and direction of the Admiralty;

That the discipline of the Pensioners, and others within the Hospital, should be wholly distinct from that of its civil and pecuniary affairs; and

That the Governor, with a Council of naval officers, subordinate to him, should be charged with the discipline; and

All the civil affairs placed under the management of a Board of Commissioners, consisting of the Treasurer of the Navy (now the Paymaster-General), the First Commissioner of Woods, &c., *ex officio*, and of three others with salaries.

Previously to this Report being made to the General Court, the Committee deputed the Secretary, ———, to submit it to the Governor, Sir Richard Keats, and some most unaccountable misunderstanding appears to have occurred between them as to what passed at their interview. The Secretary represented that Sir Richard Keats concurred in the propriety of the recommendations of the Committee, while the latter, on the contrary, expressed himself highly dissatisfied; nor does it seem credible that he could have been otherwise, with any arrangement which removed himself and the Lieutenant-Governor from the Board, where their presence was most beneficial, and especially as no grounds were given for this offensive measure.

Sir Richard Keats remonstrated ineffectually with the Admiralty; and the Bill brought into Parliament by their Lordships to carry out the suggestion of the Committee was unopposed and passed without any debate, the members who voted for it being probably entirely ignorant of the Charter and the effect of the Act.

The great evil in the original constitution of the Hospital, was that there was no check to the cash balance being used by the Treasurer and his deputy while not required for Hospital purposes, and custom had rendered it a constant practice to use it for their own advantage—an evil which might have been easily remedied by opening an account at the Bank, in the name of the Commissioners, as has since been done, and compelling them to sign all checks for payment.

But the former Board possessed a great advantage in the presence and aid of the Governor and Lieutenant-Governor, as they alone can best know the measures most conducive to the well-being of the Pensioners. It must, therefore, be questionable how far it was advisable, without any reason whatever, to deprive the Institution of the services of those officers in the administration of its civil affairs, particularly when they had been included in every Commission from the foundation to 1829.

The truth is, the real cause of the exclusion of the Governor and Lieutenant-Governor from the Board in 1829, was not any grave consideration for the welfare of the Institution, but the gratification of the unfriendly feelings towards these officers of the parties engaged in substituting the Act 10 Geo. 4, c. 25, for the Charter of 1775, although the ostensible pretext was the principle of wholly separating the discipline from the pecuniary affairs of the Institution—a separation as complete before as after that Act.

Nothing can be more anomalous than the position of the Governor under the present constitution. Appointed by the Crown Master and Governor of the Hospital, he cannot require the assistance of the civil officers, nor can they obey his orders, without the permission of the Commissioners; and works and alterations may be in progress in the grounds and buildings, the object of which he is entirely ignorant. Many propositions for the comfort of the Pensioners are withheld rather than forward them to the Board when, for want of the Governor's personal explanation and advocacy, the result would be doubtful; and it would be improper that an officer in the rank and station of the Governor should

should be a supplicant to the Board of Commissioners, subjecting himself to uncourteous refusals, and thereby bringing his high office into contempt with the establishment under his command.

In short, the absence of the Governor and Lieutenant Governor from the Board is detrimental to the general interests and harmony of the Hospital, instances of which are of daily occurrence, and it is high time they should be re-instated. But if the arrangement of 1829 is not changed, then those officers must continue to feel that they are debarred from the facility which they ought to possess of proposing any beneficial alterations in the establishment, but which would always be under the control of the Admiralty.

It must be observed, also, that every day's experience shows that under the present arrangement much unnecessary trouble and correspondence take place, which the appointment of the Governor and Lieutenant Governor as Commissioners would prevent.

(signed) *Charles Adam.*

Greenwich Hospital, April 1849.

(B.)

Proposed Establishment and Salaries.

	Per Annum.		
	£.		
Governor and Commissioner -	1,000	- - - - -	} With half-pay or pension, apartments, and equal supply of coals and gas-light.
Civil Commissioner -	600	- - - - -	
Lieutenant-Governor and Commissioner.	700	{ And 1 l. a-day as Commissioner.	
	365		
1st Captain - - - -	500	- - - - -	} With half-pay or pension, apartments, and equal supply of coals and gas-light.
2d Captain - - - -	500	- - - - -	
Secretary - - - -	500	- - - - -	
Paymaster and Storekeeper -	500	- - - - -	
1st Commander - - -	400	- - - - -	} With half-pay or pension, apartments, and equal supply of coals and gas-light.
2d Commander - - -	400	- - - - -	
Assistant Secretary -	400	{ To rise after five years to 450 l. in any such capacity.	
Store Receiver and Superintendent of Halls.	400		
Inspector of Works -	400		
Clerk in charge of Accounts -	400		
Clerk in charge of Cash -	400	{ To rise after 10 years to 400 l. in such capacity.	
Clerk in charge of Stores -	400		
1st Chaplain - - - -	350		
2d Chaplain - - - -	350		
1st Lieutenant, or Master -	300	- - - - -	} With half-pay or pension, apartments, and equal supply of coals and gas-light.
2d Lieutenant, or Master -	300	- - - - -	
3d Lieutenant, or Master -	300	- - - - -	
4th Lieutenant, or Master -	300	- - - - -	
Clerks, such members only as may be found absolutely necessary, 90 l. to 300 l. (say ten at 195 l.)	1,950	To rise 10 l. a year to 210 l., then by 15 l. to 300 l. (mean, 195 l.)	If qualified, to be promoted to be Assistant Secretary, Store Receiver, and Clerks in charge of Accounts, Cash, and Stores.
Extra Clerks, acting as—			
1st Victualling Clerk -	130	{ To rise to 180 l. a year after 10 years in such capacity.	Note.—If either of these Clerks are allowed apartments in the Hospital, they are to be paid 30 l. a-year less salary.
2d Victualling Clerk -	130		
3d Infirmary Clerk -	130		
Matron of the Hospital -	70	- - - - -	} With apartments, coals, and gas-light.
Organist - - - -	60	- - - - -	
Curator of the Painted Hall -	100	- - - - -	
TOTAL - - - £.	12,335	for the Hospital.	

MEMORANDUM.

	£.
The present charge for the performance of the same Hospital duties as the officers, &c., specified above, would have to perform, is	17,759
The amount of the proposed charge, as above, is	12,335

Being a diminution of charge for Salaries, &c., for the Hospital alone, of £. 5,422

While at the same time it is proposed in future to appoint a more efficient class of officers and under-officers, and one more in character with the establishment as re-organized, to perform the several duties thereof; and as the numbers are reduced, the salaries in some instances have been increased to allow for increased duties.

INFIRMARY.

	Per Annum.		
	£.		
Inspector General of Hospitals - - -	- - -	To be paid as heretofore, at rates equivalent to the full pay of the Royal Navy.	With apartments, coals, and gas-light.
Deputy Inspector General of Hospitals - - -	- - -		
Staff Surgeon - - -	- - -		
Four Assistant Surgeons - - -	- - -		

SCHOOLS.

Principal and Chaplain -	500	- - - - -	With apartments, coals, and gas-light.
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The number of Head and other Masters and persons necessary for upholding the Schools, as regards cleanliness, education, and discipline, will be hereafter fixed, when the new Principal and Chaplain, who has been lately appointed, shall have submitted his views thereon.

Note.—The servants and others on daily wages are not included in the above Establishment.

(C.)

RETURN showing the Number of Wards in Greenwich Hospital.

KING CHARLES'S BUILDING.

	Present Number of Pensioners in each Ward.	Number before the Reduction of Pensioners.	
<i>East Wing:</i>			
Restoration - - - - -	8	8	} Unoccupied and not required.
Royal Charles - - - - -	27	27	
London - - - - -	11	11	
Neptune - - - - -	11	11	
North Crown - - - - -	-	38	
Saumarez - - - - -	-	24	
Sandwich - - - - -	14	14	
Hardy - - - - -	11	11	
<i>West Wing:</i>			
Coronation - - - - -	-	38	} Helpless wards, unoccupied and not required.
Nelson - - - - -	-	24	
Melville - - - - -	52	52	
Lord Hood - - - - -	27	47	
Prince - - - - -	32	56	} Unoccupied and not required.
Monk - - - - -	28	52	
Keats - - - - -	-	19	
Association - - - - -	-	19	
Palliser - - - - -	-	36	
TOTAL - - - - -	221	487	

KING WILLIAM'S BUILDING.

	Present Number of Pensioners in each Ward.	Number before the Reduction of Pensioners.	
Boyne - - - - -	37	37	} Helpless wards.
Nassau - - - - -	43	43	
Adelaide - - - - -	36	38	
Royal William - - - - -	39	39	
Ramillies - - - - -	40	43	
Barfluer - - - - -	45	52	
Marlborough - - - - -	55	55	
Namur - - - - -	50	50	
TOTAL - - - £.	345	357	

QUEEN ANNE'S BUILDING.

	Present Number of Pensioners in each Ward.	Number before the Reduction of Pensioners.	
<i>East Wing :</i>			
Windsor Castle - - - - -	13	13	Unoccupied and not required.
Augusta - - - - -	13	13	
Howe - - - - -	13	13	
Hawke - - - - -	13	13	
Prince of Orange - - - - -	9	17	
Princess of Orange - - - - -	14	15	
East Norris' - - - - -	15	15	
Duncan - - - - -	14	15	
Princess Amelia - - - - -	8	15	
Princess Caroline - - - - -	14	15	
Princess Mary - - - - -	-	15	
Hamilton - - - - -	14	15	
<i>West Wing :</i>			
Wager - - - - -	16	16	Unoccupied and not required.
Anson - - - - -	16	16	
Barrington - - - - -	19	19	
Edinburgh - - - - -	19	19	
Victory - - - - -	17	17	
Vanguard - - - - -	16	17	
Royal George - - - - -	22	22	
St. Vincent - - - - -	22	22	
Royal Oak - - - - -	17	19	
Torrington - - - - -	20	33	
Cumberland - - - - -	18	31	
Shrewsbury - - - - -	17	19	
TOTAL - - - - -	359	424	

QUEEN MARY'S BUILDING.

	Present Number of Pensioners in each Ward.	Number before the Reduction of Pensioners.	
Rodney - - - - -	51	51	
Council - - - - -	36	36	
Royal Charlotte - - - - -	100	200	
Prince of Wales - - - - -	40	82	
Jennings - - - - -	33	65	
Duke - - - - -	64	128	
Townsend - - - - -	38	78	
Queen - - - - -	64	128	
Exmouth - - - - -	36	72	
Clarence - - - - -	-	96	Unoccupied and not required.
King William - - - - -	36	72	
Duke of York - - - - -	-	34	Unoccupied and not required.
TOTAL - - -	498	1,042	

TOTALS.

	Present Number of Pensioners in each Ward.	Number before the Reduction of Pensioners.
King Charles' Building - - -	221	487
King William's Building - - -	345	357
Queen Anne's Building - - -	359	424
Queen Mary's Building - - -	498	1,042
TOTAL - - -	1,423	2,310

Note.—There are a certain number of Pensioners permanently in the Infirmary.

REPORT from *G. Tierney, Esq.*, and Vice-Admiral *Richards*, to the Secretary of the Admiralty.

My Lord,

Greenwich Hospital, 16 February 1864.

WE have the honour to acknowledge the receipt of your letter of the 12th instant, transmitting to us a copy of a Report by Sir Richard M. Bromley addressed to the Duke of Somerset, upon the present organization and working of Greenwich Hospital, and informing us that their Lordships would desire to receive from us a statement of our views in regard to the changes in the Constitution and Government of the Hospital proposed by Sir Richard Bromley, adding, that, in the opinion of their Lordships, it will be the most convenient course to postpone the consideration of all matters of detail in the economy of the Institution until their Lordships have come to a conclusion on the prior question of its Constitution and Government.

The Lords Commissioners of the Admiralty will doubtless fully appreciate the peculiar difficulty of our position, as well as the motives which induce us to refrain from making any comments upon the most unusual step of a single member of a Board, framing a long and labourious Bill of Indictment against his brother Commissioners, and urging the necessity of their extinction as the only means of effecting any real reform in the Institution, a reform which he pronounces impossible to carry out in the face of their prejudice and obstruction.

We

We are aware that the Board of Admiralty cannot suffer their consideration of what is best for the welfare of this great National Charity to be in any way governed by a tenderness for the feelings of men who find themselves, after many years of public service, assailed in a manner as unprecedented, as it is unjustifiable; and we proceed at once to the discussion of the merits of Sir Richard Bromley's proposal.

The mixed Government, the establishment of which is advocated in the report, is, with some modification, identical with that suggested by the Royal Commission of 1860, and is made up of the following elements:—

A Governor, who is not to govern, that is to say, who is not to perform the duties which past experience and high professional standing qualify him to execute with peculiar fitness and authority: but who is as a Civil Commissioner and Trustee, to engage in the management of property, and the discussion of business complicated with financial details and legal questions, possibly altogether foreign to his habits. One civilian with exceptional duties, and attributes, and the Lieutenant Governor for the time being, provision being made for supplying the place of the Governor in the contemplated case of his becoming incapacitated.

To a Board thus constituted we entertain the strongest objections; being convinced, from an experience of many years in the affairs of Greenwich Hospital, that the result would be seriously injurious to the interests of the Institution.

The Act of 1829, framed in careful accordance with the Report of a committee composed of men of high distinction, and great administrative ability, established a form of Government by which, for 34 years, the finances of the Hospital have been nursed and guarded.

During this lapse of time various sources of revenue have been withdrawn; great additional expenses have been incurred in every part of the establishment; the comforts of the pensioners have been most extensively increased; the fabric of the building has been maintained in its perfection; the schools have been most largely, nay, profusely, dealt with, both in enlarged accommodation and in the introduction of a more costly and extended course of education. Still the great fact remains, that in the face of all these outgoings, the Commissioners have succeeded not only in preserving the funds in their undiminished force, but in making considerable additions to them.

In 1829 the old mixed form of government was extinguished in consequence of a great loss under its management by defalcation.

In 1864, it is now proposed, by a singular process of reasoning, to destroy the existing constitution, in the working of which the most hostile and unscrupulous tongues and pens have never ventured to breathe a suspicion of peculation or dishonesty, and which has largely added to the resources inherited from its predecessor.

We may be fairly entitled to ask, where are the grounds for making this great and serious change?

It would seem a new doctrine that more than 30 years of perfect success in all that legitimately and really belongs to the department of the Commissioners, should justify the yielding to the hostility of those, who, from whatever motive it may be, are clamouring for its extinction.

The Lords Commissioners of the Admiralty are well aware, but we owe it to ourselves and our own reputation, to reiterate, that of all the charges brought against Greenwich Hospital, not one, in reality, comes home to the Board of Commissioners.

They have never had the power of curtailing or controlling the expenditure imposed upon them by superior authority.

They have ever bowed to the decision, and obeyed the positive directions of the Board of Admiralty, as under the 3d section of the 10th of Geo. 4; they were bound to do. With the Military branch they have never interfered, but have endeavoured, as far as in them lay, to promote the comfort and well-being of every inmate of the establishment, having a due regard to the funds at their disposal; and we look with perfect confidence to the Lords Commissioners of the Admiralty to pronounce emphatically that we have done our duty.

It is for the Government and for Parliament, to decide whether they will

sanction the perilous experiment of making the military authorities, who, from their position, and in the proper exercise of their undoubted duty, must be the advocates of expenditure, and the claimants upon the public purse, the trustees and guardians to whom the country looks for the careful husbanding of that very purse.

To us it appears so great an anomaly that we can hardly see how it can be carried into effect, except upon the assumption, perhaps an unseemly one, that the one civilian Commissioner is to be the sole responsible manager of the funds; and even if this were granted, how could the business of the Board be carried on whenever the civil Commissioner should be absent from illness or other causes?

Upon the various minor topics introduced into Sir Richard Bromley's Report, and the suggestions which he makes, the Lords Commissioners of the Admiralty do not desire us to enter for the present; and we have no wish to take upon ourselves the painful duty of remarking upon the tone and temper which pervades them; at the same time we cannot allow the extraordinary arrogation of superiority displayed throughout to pass unnoticed.

It is sufficient for us to say here that all the various subjects upon which he proposes what he entitles reform, have been often under discussion, long before his advent to Greenwich, and in every case have been established in their present form, by the sanction of the Admiralty. All these are matters, which, if necessary, may be gone into at some future time.

Upon this occasion it only remains for us to press upon the Lords Commissioners of the Admiralty, most respectfully, but very earnestly, our deep conviction of the evils that would result from the subversion of the existing constitution; and above all, of the vital importance and paramount necessity of maintaining in their integrity the heads of the Civil Department as at present constituted; believing, as we do, that the presence of officers of their stamp and character is most valuable for giving effect to the careful checks with which the prudence of the Legislature has surrounded the ample revenues of Greenwich Hospital.

We have, &c.,
(signed) *George Tierney.*
Peter Richards.

The Right Honourable
Lord Clarence Paget, C. B., M.P.
&c. &c. &c.
Admiralty.

REPORT from *G. Tierney*, Esq. and Vice Admiral *Richards* to the Secretary of the Admiralty.

My Lord,

Greenwich Hospital, 5 April 1864.

IN compliance with the wishes of the Lords Commissioners of the Admiralty, conveyed to us in your letter of the 29th ultimo, we have the honour to transmit our opinion upon the three subjects in Sir Richard Bromley's paper, to which our attention is now called, having, in our letter to their Lordships of February last, confined ourselves, agreeably to their express directions, to the great question of the form of Government, and thus leaving all the details of minor measures to be gone into whenever that should be definitely decided.

With regard to the first proposition, that of making the Solicitor of the Hospital a salaried officer, with a permanent fixed allowance, in lieu of remunerating him, as has hitherto been the practice, for work done and service rendered, according to a bill of professional charges audited and taxed by a taxing Master of the Court of Chancery, under Act of Parliament; we do not see that any advantage is likely to accrue from it; and on the other hand, we feel very strongly that the Commissioners, who are responsible for every step they take, ought to be left at liberty to select those legal advisers in whose judgment and ability they may be willing to place confidence.

We now pass to the second topic, that of taking the washing of the Hospital into our own hands, instead of its being, as at present, performed by contract.

There

There can be little doubt that a saving of money might be effected by such an arrangement, if, as is suggested, the present brewery were abolished, and that building converted into a laundry.

To erect suitable premises on any vacant ground would of course be a costly operation, the expense of which would materially detract from the economical advantages of the scheme.

It would be for the Lords Commissioners of the Admiralty to determine whether they deem it fit to put a stop to the practice of brewing for the future, and to authorise the payment of 2 *d.* per day to the Pensioners, or whatever the cost of manufacture may be.

This is a serious question, and one the solution of which hardly belongs to the Commissioners. It is a subject upon which the Military and Medical authorities can offer an opinion with far greater confidence than ourselves.

It would seem, however, from the fact that the brewery has continued to be a permanent feature of the Institution from the very earliest days of the foundation; that the supply of pure and wholesome beer has been considered more conducive to the health and discipline of the Pensioners than its equivalent in the small money payments; but these are matters which we repeat belong to other Departments.

We have said that we believe a yearly saving may well be arrived at by the Hospital washing being performed by our servants, to be engaged for that purpose, either in an existing building, to be converted from its present use, or one to be erected upon vacant ground, with, of course, a much larger economy in the former case than in the latter.

It is a question which has often been under consideration; but it seems to have been generally felt that Greenwich Hospital has enough upon its hands, without embarking in a new undertaking upon a very extended scale; involving the necessity of a large and costly plant in buildings and machinery, and of the employment of competent agents to execute the work, and more especially of some person of a higher grade to superintend the whole, and guard against the risk of loss by carelessness or dishonesty.

The present contractors perform their work very satisfactorily, and with them no loss such as we have hinted at can occur, since they are bound to make good whatever may be lost or destroyed.

Upon the whole it will, perhaps, be sufficient for us to say, that if the Lords Commissioners of the Admiralty should decide to convert the issue of beer to the Pensioners into a money payment, and thus render the premises of the brewery available for the purposes of a laundry, we are of opinion that the scheme might be advantageously carried out; but on the other hand, if it were necessary to create an entirely new building and premises, we should feel less inclined to recommend it, doubting, as we do, whether the amount of saving to be realised would fairly compensate for the risk and difficulty which must attend it.

The third proposition upon which our opinion is requested is the suggestion to abandon the present system of supplying meat to the Pensioners and Boys of the School by contract under sealed tenders from competent firms in the trade, and either to deal with the Victualling-yard at Deptford, or to establish a slaughter-house of our own, where the animals are to be killed for the Hospital consumption.

With regard to the notion of drawing our supply from Deptford-yard, it would be almost sufficient, in order to show the inadmissibility of the scheme, to call attention to the fact, that the only fresh meat which could be procured at Deptford is beef, neither mutton nor pork being forthcoming, and that the beasts are there slaughtered only periodically, for the purpose of salting; but we may also point out that the description of meat so killed at Deptford for Her Majesty's Navy is different from that which the Lords Commissioners of the Admiralty expressly directed us to seek for in our contracts, by inserting the word "*prime*" in our advertisement for tenders, the Deptford advertisements containing no such requirements.

It is clear that if we were to deal with the Deptford Yard for beef instead of with a contracting butcher, we should have no power, as we have at present, of

rejecting any supply which is pronounced to be unfit or inferior, and purchasing the required quantity in the market at the charge of the contractor.

Upon the remaining alternative, namely, the project of our becoming our own butchers, and buying and slaughtering oxen, sheep, and pigs for the daily supply of the inmates of the Hospital, it can hardly be necessary to dwell at any length. The utter impossibility of ever advantageously carrying out such a scheme must be at once apparent without the necessity of remarking upon the nuisance which would be inseparable from the offensive business of a slaughter-house being established in the vicinity of the Hospital, and the certain loss which would constantly occur whenever the animals killed should produce more meat than the requirements of the Institution could consume before it became tainted and unfit for food.

The Right Honourable
Lord Clarence Paget, C. B., M. P.
&c. &c. &c.
Admiralty.

We have, &c.
(signed) *George Tierney.*
Peter Richards.

COPY of a LETTER from the GOVERNOR of GREENWICH HOSPITAL, dated the 11th day of April 1864, on a proposed REFORM in that Hospital.

Royal Hospital, Greenwich, S.E.,
11 April 1864.

My Lord,

THE printed copy of a letter addressed to you by Mr. Tierney and Vice-Admiral Richards, two of the Commissioners of Greenwich Hospital, upon the subject of a report made to the Lords Commissioners of the Admiralty by Sir Richard Bromley, their colleague, was transmitted to me on the 8th instant only, although dated 16th February last.

Were I to allow this document to pass unnoticed, it might be assumed that I concurred in the opinions expressed therein, or saw nothing to contradict or object to; I must therefore beg to comment briefly on one or two points. With regard to the existing constitution of Greenwich Hospital, under which the jurisdiction of the discipline is entrusted to the Governor and that of the civil affairs to the Commissioners, I imagine, however specious in theory, there can be but one opinion as to its utter failure in practice; that this creation of two antagonistic authorities in the institution has proved most detrimental to its peace and welfare, and that harmony can only be restored by uniting these authorities as one Board, under the direction of their Lordships, as has been recommended by the Royal Commissioners and Sir Richard Bromley.

I am at a loss to conceive why the reinstatement of the Governor and Lieutenant Governor in the Commission should be deemed "a perilous experiment," when no danger is alleged to have been caused by other naval officers, viz., Captain Maunsell, and Admirals Hart, Pell, and Richards, having been members of the Board, as at present composed.

The difficulties in the management of the affairs of the institution I conceive to be much exaggerated in this letter. The ordinary business, on the contrary, must be of a simple nature. The estates are confided to a competent agent, and the other receipts are from a few sources, and mere transfers at the Bank; while the expenditure consists only of payments to tradesmen, salaries, and wages. But should any "complicated financial details or legal questions arise," these can easily be dealt with by the Civil Commissioner, and the *ex-officio* Commissioners, whose assistance on such occasions, as well as in the unavoidable absence of the Civil Commissioner, may without difficulty be obtained, as was formerly frequently the case.

The two Commissioners, whose signatures are affixed to the letter in question, claim the credit of the recent improvements in the buildings and comforts of the pensioners and schools. I must, however, be permitted to observe, that all these measures were repeatedly urged by my immediate predecessor and myself, assisted by Sir John Liddell, when Medical Inspector of the establishment, and perseveringly opposed and thwarted by these Commissioners (as may be seen in the evidence and correspondence in the Appendix, No. 2 and 3, to the Report of the Royal Commission), and that they have almost all been carried into effect only since the appearance of that report by compulsory orders from their Lordships.

Fears are insinuated of extravagance in the recommendation of the Governor for the benefit of the establishment; but a complete answer to this is, that every suggestion made by him, with one slight exception, has now been complied with, although originally so strongly objected to.

I have, &c.
(signed) James A. Gordon,
Master and Governor.

GREENWICH HOSPITAL.

COPIES of REPORTS of Sir *Richard Bromley*, one of the Commissioners of GREENWICH HOSPITAL, on the Organization and Working of the Hospital; and, of REPORTS, on the same subject, from Mr. *Turney* and Vice Admiral *Richards*, Commissioners of the Hospital.

(*Lord Clarence Paget.*)

COPY of LETTER from the GOVERNOR of GREENWICH HOSPITAL, dated 11 April 1864, on a proposed REFORM in that Hospital.

(*Sir John Hay.*)

Ordered, by The House of Commons, to be Printed,
13 and 21 April 1864.

GREENWICH HOSPITAL.

RETURN to an Order of the Honourable The House of Commons,
dated 3 June 1864;—for,

COPY “ of a MEMORANDUM by the Duke of *Somerset* on GREENWICH HOSPITAL.”

Admiralty, }
6 June 1864. }

C. H. PENNELL,
Chief Clerk.

Admiralty, 25 April 1864.

MEMORANDUM ON GREENWICH HOSPITAL.

EVERY additional report on Greenwich Hospital, whether it treats of the constitution of the governing body, or of the internal arrangements of the institution, raises serious doubts whether this grand establishment, with its large endowments, its costly buildings, and its expensive administration, tends at the present time to promote the objects for which it was originally founded by the Royal Author of this generous design.

From the first foundation of the Hospital, and during the greater part of the subsequent century, the funds of the Hospital were the chief source from which provision was made for seamen who by reason of age, wounds, or disabilities, were incapable of maintaining themselves. In more modern times the liberality of Parliament, giving effect to the recommendations of the Crown, and to the generous feelings of the nation, has made a far wiser provision for seamen who have devoted the best years of their lives to the service of their country.

Until the year 1829 a sum was annually voted in the Navy Estimates to make good the deficiency in the funds for defraying the charge of the out-pensions of Greenwich Hospital. This sum usually exceeded a quarter of a million annually.

Since the year 1829 (by the Act 10 Geo. 4, c. 26,) the funds of the Hospital were wholly relieved from the payment of these pensions, and the provision has depended solely on the grant of Parliament.

The sum voted for this year, 1864–65, exclusive of pensions to commissioned officers, amounts to 245,082*l*.

The Commissioners appointed in the year 1859 to inquire into Greenwich Hospital, stated that the number of residents in the Hospital had, of late years, largely decreased, and they ascribed the decrease to the facility with which out-pensions can now be obtained; to the improved scale of out-pensions; to the privileges granted to long-service men of drawing pay and pension together; to the facilities afforded of obtaining other employment; to the inducements offered of acquiring local settlements in some of our numerous colonies; and, lastly, they regret to add, to the unwillingness of many seamen of the most valuable class to enter Greenwich Hospital.

Is the unwillingness of seamen to enter this Hospital a subject of regret? Is it not rather a proof that the generosity of Parliament, and the altered circumstances of the country have supplied a better mode of making provision for our seamen?

The report of the Commissioners, and the subsequent report of Sir R. Bromley, equally prove that this superb palace, with its long galleries and spacious colonades, must, from the nature of the institution, become intolerably wearisome to men who are not totally incapable of taking part in any occupation or amusement.

The pensioners are necessarily shut out from all the wholesome interests and enjoyments of life; they have no employment, their material wants are satisfied,
356. A and

and they are relieved from every care of providing for their own comfort and subsistence; they pass their day in a state of listless idleness and mental vacuity, until recalled at fixed intervals to their meals or their beds. It is not surprising that old sailors so circumstanced should resort to the ale-house or to worse places.

The report of the Commissioners admits that one of the most difficult tasks which those who manage the institution have to deal with, is to find for the pensioners recreation and employment. The suggestions on this subject forcibly illustrate the unsuitableness of such an asylum for seamen who are not as yet confined by physical inability to the walls of an infirmary. A library, it is admitted, would be useless to men who are not given to reading. Sir R. Bromley proposes that "they should hear lectures on homely subjects, and be entertained in the winter evenings with exhibitions of magic lanterns and such like."

These and similar recommendations tend to prove that this institution, as at present administered, does not afford to our old sailors so suitable a relief as that which is granted by Parliament in the form of an out-pension. The Pensioners are here withdrawn from the occupations and amusements which belong to men in their class of life; and the artificial substitutes provided in lieu will never reconcile men to the monotonous existence which is inseparable from this large establishment. Greenwich Hospital, as the Commissioners correctly state, has a monastic character, wanting everything that tends to enliven or endear a home.

The situation of the wives of the Pensioners is most unsatisfactory, and the remedies proposed again prove the mistaken character of the whole institution. Various modes are suggested for providing suitable lodgings for Pensioners' families; either to appropriate a portion of the Hospital, to this purpose, or to erect suitable cottages in the neighbourhood of the Hospital, or to improve and adapt for this beneficent object dwelling-houses in the town of Greenwich. The Commissioners recommended that 30,000 *l.* should be immediately expended for these several objects. If, however, model lodging-houses are to be built for the sailors' wives and families, married sailors will thus be lodged in houses quite separate from the Hospital. A question then arises: is Greenwich, where building sites are unusually expensive, the best locality in which to build these model lodging-houses? Is not this suggestion of the Commissioners another proof that this magnificent edifice is far less suited for the residence of old sailors than a row of brick cottages wherein they might reside with their wives and children?

Another recommendation of the Commissioners is, that a portion of the present fabric should be converted into convenient dwellings for families. This scheme, it is observed, retains the connexion of the old Hospital with the benefits of a modern asylum. A large expense would, however, have to be incurred for a very unsatisfactory result. The attempt to subdivide these long corridors into separate residences would not produce comfortable dwellings, and the unavoidable proximity of different families would not tend to harmony, or to that order and regularity which are indispensable for the decent management of a public institution. Here, again, it is impossible to read the Report of the Commissioners, or the evidence which they have collected, without arriving at the conclusion that this noble edifice is totally unsuited to the purposes to which it has been applied.

The treatment of the widows, according to the present system of the institution, is still less satisfactory; they are nominally employed in the hospital as nurses, and to mend linen, &c.; but the work would be done better and cheaper otherwise, and of nursing, as the Commissioners say, they do none.

The evidence here adduced, which could be exemplified by numerous references and citations, sufficiently proves that this great charitable institution supplies very inadequately those wants which the national generosity would desire to meet. Reforms, modifications, and increased expenditure may be advocated and adopted; but the nature of the institution is in itself the great obstacle to the attainment of any satisfactory result.

The Commissioners who inquired into Greenwich Hospital made their report in May 1860. Since that date the Board of Admiralty have adopted many of the recommendations of that Commission. With the view of increasing the comfort of the Pensioners and the attractiveness of this asylum, the pocket-money of the Pensioners has been raised from 1 *s.* per week to 3 *s.*, 4 *s.*, and 5 *s.* per week, according to the classification and ratings which they held in the Navy.

Navy. This boon has imposed a charge of nearly 10,000 *l.* a-year on the funds of the Hospital.

An additional 2*s.* per week has been granted to married pensioners in cases where they do not hold places of profit in the Hospital, for the purpose of aiding them in supporting their wives. By this arrangement these men receive money allowances of 5*s.*, 6*s.* and 7*s.* a-week, in addition to their rations of provisions, to their clothing, washing, and all the comforts of the Hospital. The wives are allowed to share the pensioners' rations in the hall, or take a portion to their homes.

The wives and families of pensioners can obtain medical advice and medicines gratis by applying to the dispensary of the Hospital.

Widower pensioners with children are allowed to receive an additional 2*s.* per week for their support.

The widows of deceased pensioners are now granted donations varying from 1*l.* to 4*l.* each, to enable them to proceed from Greenwich to their parish or home.

The pensioners' children's school has a grant of 150 *l.* a-year from the funds of the Hospital.

An arrangement has been made by which pensioners can obtain six weeks' leave of absence to visit their homes, and receive their pocket-money in advance, as well as the value of their provisions while absent from the Hospital.

This arrangement was adopted in accordance with a suggestion of the Royal Commissioners, and many pensioners have profited by the permission. Where pensioners have friends and relations, in whose vicinity they might find society and occupation, it seems an unwise policy to bring them into an establishment separated from all their natural associations.

The retirement of the nurses or female servants, being the widows of seamen and of marines, has been regulated and improved at a cost of upwards of 1,000 *l.* a-year.

By the Act of last Session, 1863, a sum of 5,000 *l.* a-year is set apart for the purpose of granting donations or gratuities to the widows of men killed or drowned while on service.

With the view of meeting these changes, and of increasing the funds of the Hospital, some vacancies in the establishment have not been filled up, and the following reductions have in consequence been made:—

One captain.	One dispenser.
One commander.	One inspector of works.
Four lieutenants.	One clerk.
Two matrons.	

The establishment of the pensioner-servants has also been re-modelled, at a saving of about 1,000 *l.* a-year.

These additional grants, improved arrangements, and reductions of expense have tended to remove some complaints and to better the condition of the pensioners; but they leave untouched the constitution of the governing body and the principles on which the future management of Greenwich Hospital should be conducted.

The management and administration of the estates, of the funded property, and of the Hospital itself, must be considered under the two separate heads of—

- Management of the Income.
- Administration of the Expenditure.

The income of Greenwich Hospital derived from all sources amounts to above 150,000 *l.* per annum. In regard to the management of the income, the Royal Commissioners did not recommend any alteration of the existing system. Sir R. Bromley concurs in this view, observing that an attempt to increase the income of the Hospital would be attended with risk, and that great caution is necessary in disposing of any of the landed property belonging to the Hospital.

It is, indeed, obvious that landed estates scattered over a wide district in the north of England, containing much mineral wealth, should not be hastily disposed of though it may be desirable, gradually and with due caution, to part

with several outlying estates, and to bring the whole property into a condition in which it may be more easily superintended and administered.

The northern estates produce a gross rental of about 50,000*l.* per annum. These estates are under the management of a resident receiver; they are further subject to the superintending authority of the three Commissioners of Greenwich Hospital.

Three Commissioners for the due superintendence of the northern estates, in addition to the salaries of the Receiver and his assistants, constitute a very costly system of management, and there can be little doubt that a more economical and equally efficient system could be introduced.

The Derwentwater estates were, on the recommendation of the Crown, appropriated by Act of Parliament for the maintenance of Greenwich Hospital. The annual income of the Hospital is further increased by allowances on account of freight, and by an annual grant from the Consolidated Fund. The necessities of a national hospital cannot be conveniently controlled or adjusted according to the produce of a landed estate; a question therefore arises whether it would not be a better policy to charge on the Consolidated Fund an equitable sum in lieu of the income derived from this property, and to transfer the management of these landed estates to the department which superintends other land revenues now carried to the public account. Whatever decision may be adopted on this subject, it is at all events unnecessary and inconvenient that the management of the property in the north of England should be superintended by officers who are also required to conduct the establishment at Greenwich.

This combination of totally separate duties, requiring very different qualifications, has been the source of many of the difficulties connected with the management of Greenwich Hospital. This statement is confirmed by reference to the past history of the Hospital, which will show that those who have attempted to improve the administration of the Hospital, and also to provide for the safe custody of its revenues, have thought to secure these two objects by the establishment of a double government.

The evidence taken by the Royal Commission, the Memorandum written by Sir Charles Adam, when Governor of the Hospital, the Reports which the Board of Admiralty have received during many years past, all prove that the governing authorities have seldom worked harmoniously together.

Sir R. Bromley appears to consider all improvements hopeless so long as the double government is allowed to continue.

The first and obvious remedy for this unsatisfactory position of affairs appears to be the separation of the management of the land and of the funded and other property from the management of the Hospital.

If this separation were accomplished, and Greenwich Hospital were restricted to purposes suited to such an establishment, the future management of this institution would present no greater difficulties than the management of Haslar or of Netley, or of any similar institution.

An efficient naval officer, appointed for a limited period, could, with the assistance of a proper staff, easily administer the affairs and regulate the discipline of Greenwich Hospital.

The annual cost of the administration of Haslar, including salaries, wages, taxes, and contingencies, amounts to 14,000*l.* a-year. Haslar can accommodate 1,000 patients. The annual cost of the establishment at Netley, which could contain a still larger number of patients, amounts to about 15,000 *l.* a-year.

There is no valid reason for supposing that Greenwich Hospital, if the building were restricted to the purposes of a hospital and infirmary, would require a more expensive establishment than Haslar or Netley.

The portion of Greenwich Hospital which is devoted to purposes of an infirmary and helpless wards is admitted to be successfully administered. The Royal Commissioners report that in this department the dietary, the dormitories, the dress of the patients, the attention bestowed on their comfort, leave nothing to be reformed. This establishment is, they state, conducted in a manner which is worthy of a great national institution.

This acknowledgment on the part of the Commissioners who examined into all the departments of Greenwich Hospital affords the safest guide for the future. On the one hand, the great body of the pensioners can only obtain the advantages of a residence in this institution by the sacrifice of that perfect freedom,

MEMORANDUM ON GREENWICH HOSPITAL.

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freedom, domestic comfort and social independence, which no Englishman would willingly resign ; on the other hand, the helpless and the infirm, who have no relations or friends, find here the judicious care and kindly attention which the bounty of the Royal Foundress of the institution desired to bestow on the wounded or decrepit men who had served in the Royal Navy. If, then, the establishment be restricted to this purpose, and any surplus funds are applied to the benefit of men who have served in the fleet, a remedy will be at once found for all the complaints made against this institution.

The annual expense of the establishment of Greenwich Hospital, exclusive of the school, is stated at the present time, April 1864, to exceed 34,000 *l.* per annum. This is shown in the following account :

	£.	s.	d.
Salaries and allowances to all the officers of the hospital and infirmary - - - - -	18,859	11	6
Wages to servants, nurses, pensioner's servants, hired labourers, engine drivers, stokers, bakers, brewers, &c. - - -	10,000	-	-
Pensioned nurses - - - - -	856	-	-
	29,715	11	6
Metropolitan police - - - - -	1,401	10	-
Rates and taxes - - - - -	1,154	18	6
	32,272	-	-
Gas - - - - -	1,040	2	1
Contingencies - - - - -	1,378	16	10
TOTAL - - - - £.	34,690	18	11

Assuming that the cost of the establishment could be reduced to an amount which is found sufficient for Haslar or Netley, a saving would accrue of about 20,000 *l.* per annum.

This, however, would be but a small portion of the saving resulting from the proposed change.

In order to arrive at a general estimate of the plan as suggested, it will be convenient to show the whole cost of the institution with the departments which it is proposed to retain.

Probable Expenditure of Greenwich Hospital under proposed System.

	£.	s.	d.
Establishment, including salaries, wages, taxes, &c. - -	14,538	-	-
Schools - - - - -	22,900	-	-
Pensions to widows - - - - -	5,000	-	-
Work department - - - - -	9,300	-	-
Clothing, provisions, &c., for 600 infirm and helpless pensioners	21,900	-	-
Sundries - - - - -	300	-	-
TOTAL - - -	73,938	-	-
Estimated income for 1864-65 - - - - -	153,673	-	-
SURPLUS - - -	79,735	-	-
Or deducting insurance fund - - - - - £. 2,711			
Alston Moor Mines - - - - - 7,011	9,722	-	-
SURPLUS - - -	70,013	-	-

In the above estimate, the number of pensioners to be accommodated in the infirmary, is calculated at 600. The number actually received into the infirmary, has not for many years exceeded 300 ; but it would be desirable to provide for those seamen of the Royal Navy who are utterly helpless and without friends, as well as for others who may for a time require hospital treatment.

No reduction is proposed in the expenditure for the schools, which have been lately enlarged and improved in accordance with the recommendation of the Royal Commission.

It is believed, however, that without interfering with these establishments, a

surplus income to a considerable amount would, under the proposed change, be available for the relief and support of seamen of the Royal Navy.

This desirable result could only be gradually attained, as it is not proposed to disturb any vested rights, or to remove any of the present occupants of the Hospital. Subject to this reservation, preparation should at once be made for the separation of the administration of the Hospital from the management of the property.

The future establishment of Greenwich Hospital should be fixed in accordance with the purposes of the institution, and in the meantime no appointments creating new claims for compensation should be made.

The services of Sir R. Bromley would probably be most useful if he were withdrawn altogether from the management of the institution, and employed in auditing the accounts of the estates and other sources of income of Greenwich Hospital.

It seems, however, unnecessary here to enter into a great variety of details, in regard to which no decision could be arrived at, until the general principle above sketched out, shall have been approved.

In former years, the out-pensions were supplemental to the relief afforded by the Hospital; in later times the out-pensions constitute the chief source of relief, to which the Hospital is a supplement. In accordance with this altered condition of affairs, it is now proposed to revise the institution, and to re-adjust its management. By these means the revenues of the Hospital will be rendered more serviceable to the general interests of the seamen of the Royal Navy; additions can be made to the out-pensions of deserving men, and to the support of their families; while the establishment at Greenwich will still remain as an infirmary for helpless seamen, and will in time of war afford to all the sailors of the fleet accommodation similar to that which Netley will offer to the soldiers of the British Army. This is the leading principle of the above suggestions, the change would involve:—

1st. The separation of the management of the property of Greenwich Hospital from the management of the institution.

2d. A review of the property and income of the Hospital, with measures for the security and management of the future revenues arising from all sources.

3d. The restriction of the Hospital to the purposes of an infirmary, with helpless wards attached.

4th. The revision of the establishment of the Hospital in accordance with its future functions, and with such means of expansion as may be found necessary in the event of a maritime war.

5th. The maintenance of the schools of the Hospital with some amendments in the present terms of admission and other details.

For the above objects, an Act of Parliament would be required; but a joint committee of some persons on the part of the Treasury and of the Admiralty should be appointed to report upon the available income, and upon the best mode of administering any surplus funds for the relief and encouragement of seamen who have served in Her Majesty's Fleet, with a due regard to the claims of those persons who have contributed to the revenues of the Hospital, or who may be injuriously affected by the proposed alteration in its management.

Submitted for the consideration of the Board of Admiralty.

(signed) Somerset.

GREENWICH HOSPITAL.

COPY of a MEMORANDUM by the Duke of
Somerset on GREENWICH HOSPITAL.

(*Mr. Childers.*)

*Ordered, by The House of Commons, to be Printed,
3 June 1864.*

455. Statistical Report on the Health of
the Navy. [8^{vo} Bound

Dec 24
24th Dec 1891
The New York
Statistical Report on the Health of
the City of New York

KERTCH GRANT.

RETURN to an Order of the Honourable The House of Commons,
dated 26 February 1864;—for,

A RETURN “of the Names of the FLAG OFFICERS to whom the KERTCH GRANT has been distributed, with the Proportions in which they share.”

Admiralty, }
3 March 1864. }

C. H. PENNELL,
Chief Clerk.

RETURN of the FLAG OFFICERS to whom the KERTCH GRANT has been distributed,
with the Proportions in which they share.

NAME.	Proportion of the One-Twentieth of the Net Proceeds, reserved for the Flag under the Prize Proclamation of 29 March 1854.	Amount.
		£. s. d.
Rear Admiral Sir Edmund Lyons, Com- mander in Chief.	One-half - - -	1,484 8 -
Rear Admiral Houston Stewart - - -	The remaining Half in equal proportions.	371 2 -
Rear Admiral Edward Boxer - - -		371 2 -
Rear Admiral the Hon. M. Stopford - -		371 2 -
Rear Admiral the Hon. F. W. Grey - -		371 2 -

Admiralty, }
2 March 1864. }

J. Beeby,
Accountant General of the Navy.

KERTCH GRANT.

RETURN of the Names of the FLAG OFFICERS
to whom the KERTCH GRANT has been dis-
tributed, with the Proportions in which they
share.

(*Sir John Hay.*)

*Ordered, by The House of Commons, to be Printed,
4 March 1864.*

MALTA DOCK.

RETURN to an Address of the Honourable The House of Commons,
dated 11 March 1864;—for,

“ COPY of the additional PAPERS and CORRESPONDENCE connected with
the MALTA DOCK.”

Admiralty, }
4 April 1864. }

C. H. PENNELL,
Chief Clerk.

(No. 822.)

REPORT on Admiral Codrington's Remarks on the proposed First Class Dock
at the Marsa at Malta, as compared with one in the French Creek, dated
24 April 1863.

Admiralty, Somerset House, W. C.,
16 November 1863.

Paragraphs 1 to 4 inclusive advert to the general superiority of the head of
the French Creek over the Marsa, as the site of a dock.

Remark.—This may be admitted so far as regards relative convenience to
the dockyard.

Paragraphs 5 to 10 inclusive set forth the disadvantages as regards position
of the dock at the head of the Marsa.

Remark.—No doubt some difficulties of the nature described will be
encountered, many of them are inseparable from the winding of heavy ships in
bad weather at any dockyard at home or abroad.

Some of them are, however, local, but it is believed that the difficulties and
drawbacks have been considerably overstated.

Paragraphs 11 to 16 inclusive advert to the difficulty of supplying materials
and executing work at the Marsa, seeing that everything must be drawn from
the dockyard at the distance of 3,400 yards.

Remark.—All these objections will practically be met by the fact that it has
always been assumed and understood that private establishments for repairing
ships will be located in the immediate vicinity of the dock, and in connexion
therewith, the resources of which in addition to any that may be necessarily
obtained from the dockyard, will be available for repairing Her Majesty's
ships.

Thus, instead of entailing any increase to the fixed establishment of Her
Majesty's dockyard, it is hoped and expected the private establishments will
afford valuable aid in time of need by co-operating with Her Majesty's
establishment.

Paragraphs 17, 18, and 19. No particular remarks necessary.

Paragraph 20 states that no one with local experience has any well grounded
hope that the dock at the Marsa will be a successful work.

Remark.—As no grounds for arriving at such a conclusion are given, it may
be sufficient to record a contrary opinion, and to trust to the result of actual
experience in justification. It may be stated that the great cost of Admiralty
docks has often been referred to, and the question was asked some years ago,

why docks should not be cut out of the solid rock as at Birkenhead? A good opportunity of testing this method offers at Malta.

Paragraphs 21 to 24 inclusive advert to the difficulty of executing the work and pumping the dock dry, in consequence of the great quantity of water that will be met with.

Remark.—The pumping out of the water will undoubtedly be a heavy work, and the constant action of pumps, of some description to keep the dock dry when in use, will also be necessary. For such, adequate provision will be made, regarding which the writer of the report could at that time have had no information.

Paragraphs 25 and 26 have apparently been written without reference to the expectation adverted to above, that the plant and materials for working the dock and effecting repairs to ships will be provided by private enterprise.

Paragraphs 27 to 30 inclusive refer to the difficulties in the execution of the dock at the Marsa.

Remark.—No doubt difficulties will be met with and may even exceed anticipation. With every desire to be accurate, estimates frequently prove fallacious. The extension of the old dock at Malta, constructed under many advantages, and of comparatively small length, viz., 281 feet at Coping was estimated to cost 54,769 *l.*, the actual cost proved to be (including site) 92,275 *l.*, and time occupied from commencement to actual completion, about 6 $\frac{1}{2}$ years; and this was a work involving no engineering difficulties whatever, and being within another dock, a cofferdam was not required.

The difficulty and cost of constructing the dock at the Marsa were carefully considered at the outset, experience may render some modification of the original estimate necessary, but it may with some confidence be stated in general terms, that the cost to the Crown of the dock at the Marsa will hardly amount to one-half of the cost of constructing a dock of the ordinary construction at the head of the French Creek, or anywhere else.

Paragraphs 31, 32, and 33 do not require any particular explanation.

Paragraph 34. Regarding the island, contribution of 10,833 *l.*

The facts are not exactly as stated in the letter. The available balance of the island contributions to the general harbour works will it is expected be available for the dock; the amount named was the anticipated surplus when the statement was prepared.

Paragraphs 35 to 37 inclusive refer to the great advantages offered by the head of the French Creek as a site for a dock.

Remark.—It is not a bad site for thoroughly lined dock of the ordinary construction, but the cost would be very great.

Paragraphs 38 to 42 inclusive affirm that there is no engagement on the part of the Admiralty not to commence a dock in the French Creek until the new mercantile harbour is handed over to the Civil Government.

Remark.—The late Superintendent adduces nothing in support of this position. In his letter of the 7th February 1860, the Superintendent, so far from anticipating “the early construction of a long dock in the French Creek,” only states that “the Admiralty will at some future period see the necessity,” &c.

On the other hand, one of the conditions required by the Governor in the earliest of his Despatches (Nov. 13th, 1858) is as follows: “The French Creek to be handed over to the naval authorities and the other transfer of property effected, upon the ‘Marsa’ being ready for the reception of the commercial shipping.” To this condition the Government has uniformly adhered, so far as is known here.

Paragraphs 43 to 48 argue the question why the local Government should not object to the immediate commencement of a dock in the French Creek.

Remark.—It is hardly necessary to offer any remarks on these paragraphs.

Paragraphs 49 to end explain the Superintendent’s views as to what sort of a dock in the Marsa would best suit the Civil Government, and state that after
all

all the Imperial Government will have to build one or more long docks in the French Creek, when the long dock on the Marsa would be next to useless.

Remark.—It may be sufficient to state that the Local Government entirely approves of the dock as proposed to be constructed, that the construction of one or more docks at the head of the French Creek is probably only a question of time, and that of course when the latter are built Her Majesty's ships would only have recourse to the dock at the Marsa when it suited the requirements of the service.

The Secretary.

(signed) *G. T. Greene,*
Director of Works.

MEMORANDUM by Vice-Admiral Sir *W. F. Martin.*

MALTA DOCK, 1863.

THE objections to the Marsa as a site for a naval dock are, the inconvenience and expense which must result from the same establishment having works of a similar character conducted at places so remote from each other as the dockyard is from the Marsa; and the cost, delay, and risk of accident which must attend moving very large ships through a crowded commercial anchorage, especially as the position towards or from which they move will often be on a lee and imperfectly sheltered shore.

First. As the proposed dock will be nearly two miles from the dockyard, the work conducted in it will be insufficiently overlooked, or else officers must be employed who would not be needed if the work were performed within or near the dockyard.

Secondly. If the artificers and labourers to be employed at the Marsa be conveyed there from the dockyard, their transit will occasion a great loss of time; or if they assemble and are mustered at the Marsa, additional officers or clerks will be wanted. In either case, the severance of the men from their principal officers will lead to irregular absences, to work being commenced late and left off early, to its being dawdled over if the people be paid by the day, and very imperfectly executed if they be paid by the job.

Thirdly. Many stores and casual appliances, with persons to issue them, must be kept at the Marsa if the dock be there; and still frequent references to the yard will be necessary, and each of such communications will involve four miles of rowing.

Fourthly. When a ship is in dock, other work than that for which she is docked goes on on board her; several classes of artificers may have fittings in progress which must necessarily be taken backwards and forwards between the ship and the workshops. Unless, then, all departments of the yard have their branches at the Marsa, hindrances to work will be of incessant recurrence; and if they do have them, the cost will be enormous.

Fifthly. A ship, in going from the naval anchorage to the proposed Marsa Dock, will pass through a part of the commercial anchorage. This part is 1,050 feet wide, and 2,000 feet long; but on each side of it merchant vessels will be ranged in a tier, with their sterns towards the shore. Some of these ships being of great length, and requiring a considerable depth of water, the bowsprits will extend at least 300 feet from both shores, whilst about 120 feet further, towards the centre, their anchors will be placed, on which large ships would strike if they passed the limits of the intermediate channel of 250 feet width. The same channel will be the common gangway for vessels going to or leaving the future commercial basin, and for many of the long steamers frequenting Malta; and the inconvenience and delays attending the navigating of this thronged and narrow channel will be twice incurred whenever the Marsa Dock is used by a ship of war.

Sixthly. If warlike operations on a great scale were going on in the Mediterranean, the Grand Harbour of Malta would not be more than adequate for naval purposes alone; and certainly it should be so arranged that duties may

be most speedily conducted. An unexpected necessity for instant admission to the dock will often be caused by the arrival of a damaged ship, or by the discovery of a defect in one already in port, or by some alteration being requisite in the succession in which it had been intended to proceed with the repairs of different ships. Situated as the dock will be, this instant admission will often be impossible, from the state of the weather; and the approach being through the crowded commercial part of the harbour, under the control of an island official, the ready access which the Queen's ships may require cannot be ensured, and will often be vexatiously impeded.

The opportunities will never be wanting for rendering intercourse with the dock inconvenient, and we shall have to sell it on any terms that can be obtained, or it will be an everlasting source of irritation between the Naval Department and the Local Government. Obviously this is a condition of things for which no opening should be left. The argument founded upon an expectation of vexatious obstacles cannot be disposed of by the plausible answer that a war, or an anticipation of war, would arm the naval authorities with all the power they may require.

It is said that merchant vessels and commercial people would then be compelled to give way to the Navy, which would act as if the place belonged exclusively to the Imperial Government. But who is to judge of the necessity for setting aside the ordinary rules, and to compel submission to it? Is the Admiral, or a Maltese court of law? Those who answer thus would thrust back a national difficulty, in which they will have no share upon their successors who, at a future day, will have to meet it when contending with much besides.

Seventhly. Of course, the object of increasing the harbour and providing dock accommodation, is to promote the commerce of the island, and to attract merchant ships to the port for repairs which would otherwise be performed elsewhere.

By whatever amount this object is gained, by so much are the arguments strengthened against making the Navy so dependant upon the Marsa Dock, that for years it may be the only deep dock in the port.

Eighthly. To encourage the project of constructing a dock in the Marsa, it has been said that the cost would be shared by the Island Government. The assertion unexplained would lead to the inference that the expenses are to be borne in equal parts by the two Governments. So far from this being the case, the Local Government has virtually offered no contribution; to make this apparent, it must be explained that for the harbour extension scheme, a scheme having no necessary connexion with the Marsa Dock, the Local Government has agreed to a supplementary contribution of 10,800*l.*, against 31,666*l.*, to be given by the Imperial Government if the expenses of the extension should exceed the estimate by a given amount. But it has all along been foreseen that the 10,800*l.* would be expended before the extension would be completed. Now, it is that identical sum of 10,800*l.* which is, if not spent on the extension, allotted to the dock, insignificant as it is, as compared with the whole expense of the dock, not a farthing of it can be available for this, its second and entirely fictitious appropriation. If the English Navy is to be paramount in the Mediterranean, the means at Malta, of rapidly repairing damages to our ships during an active French war, should be equal to those at Toulon. The capabilities of the dockyard would directly affect the amount of the available force of the fleet; and with the power of repairing ships with the utmost celerity, fewer would be required on the station than if their repairs were slowly executed. Hence, with increased efficiency in the dockyard, the expense and uncertainty of supplying the fleet from home would be diminished, and so would the cost and hazard of sending crippled ships to England merely to make good their defects. Moreover, a perfect dockyard at Malta would essentially augment the naval power of the country, since ships, otherwise wanted in the Mediterranean would be available for services elsewhere. If all this is true, the money wherewith to make Malta Yard equal to the work that will be imposed upon it, should be demanded as a vital necessity, and be spent as rapidly as is consistent with a well-considered plan, and with having the best workmanship. Docks are undoubtedly the requirements of primary importance, and the only question is, where ought they to be situated?

The

The Marsa is very generally believed to be the most undesirable site for a naval dock, whilst on the other hand, the French Creek is universally admitted to be the best. The latter would be free from all the objections to the former, as well as from all objections special to itself. Nevertheless, it has been proposed to commence the one in the Marsa, principally on the plea that it might be proceeded with at once, and that a dock in the French Creek could not. But I have a strong conviction that this plea ought not to be admitted, that no reason exists why the dock in the creek should not be begun at once, and that neither final nor even temporary efficiency will be gained by spending money on the very inferior position of the Marsa. I am aware that by the agreement between the Admiralty and the Local Government, the navy is not to have the French Creek till the harbour extension is completed. But building the dock in the creek will not release the Admiralty from any part of their agreement. On the contrary, the cost of the dock will bind the Admiralty by an additional and very heavy penalty to fulfil their bargain, for until they have fulfilled it they must be excluded from the dock they will have built.

This argument has been met by anticipating that the elected members of the Council will object to the immediate construction of the dock in the French Creek, from a belief that the Imperial Government will claim a right of access to the dock, notwithstanding the agreement that the creek shall not be open to them until the harbour extension has been completed. That any of the elected members should imagine, or affect to imagine, that so disreputable a violation of a pledge will be meditated in such a quarter, is impossible. They will not be flattered by the conduct anticipated of them, nor sorry to prove that they would deem it to be very unworthy of them to act vexatiously or with wanton insolence to the Queen's Government. These gentlemen have been, I believe, in opposition to the local Government, but that casts no doubt upon their loyalty and integrity.

Many other objections may be imagined which, if a factious opposition existed, might be raised; but the shadow of a plausible pretext for distrust of the Imperial Government would vanish if the extension of the harbour were pressed forward with the expedition due to the importance of its early completion.

Other fallacious arguments have been urged, with the object of making it appear that the Marsa Dock might be soon available, but that the dock in the French Creek could not be.

It has been stated, that before the latter could be commenced a considerable expense must be incurred to purchase the site, and the property upon it.

The statement is incorrect, for there is nothing on the site but a slaughter-house and a few wooden sheds, all of which are the property of the Island Government. It has also been stated in the House of Commons that the French Creek must be deepened considerably before large ships could enter it. A true comparison of the depths of water, by which the sites of the two proposed docks are respectively approached, would show that up to within 500 yards of the one in the French Creek, the water is already deeper than the water towards that in the Marsa will be when deepened in accordance with the contract for the harbour extension works. It is clear that a dock in the creek can now be commenced without prejudice to the literal or to the candid construction of the terms of the agreement respecting the harbour extension. But assume, for the sake of argument, that its immediate construction were resisted by the elected members of the Council, then, in a matter of such importance to England, the resistance should be overcome by the official majority which the Governor always commands, and which he uses to carry any measure he may deem to be desirable.

For the reasons given in this memorandum, it appears to me that the harbour extension should be expeditiously finished; that a first-class dock should be constructed at the head of the French Creek, to be opened concurrently with access being obtained to the creek in conformity to the existing agreement, and that a convenient communication between the creek and the present dockyard should be made.

(signed) *W. F. Martin,*
Vice Admiral.

LETTER from Colonel *Greene* to the Secretary to the Admiralty.

Admiralty, Somerset House, W. C.,
16 November 1863.

Site for the New Dock at Malta.

HAVING, in a separate report of this date, on Admiral Codrington's remarks on the same subject, entered fully into the question, I beg to refer thereto, and will only add that in my judgment there is no sufficient reason for suspending the work now in progress in furtherance of the construction of the dock in the Marsa.

But, as both Admiral Martin and Admiral Codrington seem to think that the local Government will waive any objection they may have at one time had to the immediate commencement of a large dock at the head of the French Creek, the obvious course would now seem to be to address the Maltese Government at once, and formally ascertain their feelings on the subject, and I recommend that this be done forthwith.

(signed) *G. T. Greene*,
Nov. 16/63.

LETTER from the Honourables *R. Sciortino*, *F. M. Torreggiani*, *F. Pullicino*,
and *P. Mifsud*, to His Grace the Duke of Somerset.

My Lord Duke,

Malta, 8 September 1863.

HAVING been informed that it has been asserted to the Home Government that the elected Members of the Council of this island are opposed to the plan of a dock being constructed in the French Creek, we consider it our duty to deny the truth of that assertion, so far as we, the undersigned, are concerned.

There is no reason why we should wish that a naval dock should be constructed at the Marsa (the north-western extension) rather than at the French Creek, since this creek must become naval property, according to the existing agreement for the harbour extension. As to whether such a work might be commenced immediately, we only desire that the merchant shipping be not disturbed in the use of the French Creek, before the new extension shall be ready to receive it. If arrangements can therefore be made to that effect, we see no objection to the commencement of the work immediately with a view to its being completed by the time the French Creek will become naval property.

We do not see how it can have been asserted that we are opposed to the construction of a dock in the French Creek, inasmuch as we have never been consulted on this subject, nor have we ever expressed any opinion which could warrant such an assertion.

Neither has any opinion to that effect been ever expressed by the public, which, we are proud to say, has shown its confidence in us and its approval of our conduct in the council, by a numerously signed petition, which will shortly be forwarded to Her Majesty's Secretary of State for the Colonies. But in order to be more certain as to the views entertained on this subject by the commercial body, we have taken the opinion of some of the leading merchants, who are also members of the Chamber of Commerce, as will be seen by a reference to two enclosures which we have the honour to transmit to your Grace.

We have, &c.

(signed) *R. Sciortino*.
F. M. Torreggiani.
F. Pullicino.
P. Mifsud.

To His Grace the Duke of Somerset,
&c.

Enclosure No. 1.

Signore,

Valletta, 8 Settembre 1863.

ESSENDO stati informati che i Lordi dell' Ammiragliato sono sotto l' impressione che il pubblico di Malta sia opposto a che il nuovo dock navale venga costruito nel seno dei Francesi invece di esserlo alla Marsa vi preghiamo di volere unitamente ad altri membri del commercio, darci informazione se questo fatto realmente esista, e se voi crediate che gli interessi del commercio saranno per soffrire se il dock fosse costruito nel seno dei Francesi piuttosto che nella Marsa.

Vi preghiamo una sollecita risposta per nostra norma.

Sig. D. M. Briffa,
Membro della Camera di Commercio,
&c. &c. &c.

Vostri umilis servitori,
(signed) *R. Sciortino.*
F. M. Torreggiani.
P. Mifsud.
F. Pulicino.

Enclosure No. 2.

Signori,

Valletta, 8 Settembre 1863.

IN risposta alla lettera delle S. S. V. V. in data di oggi, con cui ci domandate se il commercio, ed il pubblico di Malta sia opposto che il nuovo dock navale venghi costruito nel seno dei Francesi invece di esserlo in quello della Marsa, abbiamo l' onore di dirvi, non essere mai venuta a nostra cognizione un tal fatto, e poter assicurarvi che in realta non esiste; aver opinione inoltre (purche esso dock sia adattato all' uso di bastimenti mercantili ed alle loro rispettive risorse) il commercio non verrebbe niente a soffrire, anzi al contrario verrebbe molto ad acquistare se esso venisse costruito nel seno dei Francesi invece di quello della Marsa, perche in tal modo quest' ultimo rimarrebbe esclusivamente per l' uso dei bastimenti mercantili e senza l'ingombro delle baghe necessarie e del magazzino flottante come e contemplato nella risoluzione adottata per la sua formazione.

Crediamo quindi che il commercio non potrebbe non vedere con piacere la formazione di esso dock nel seno dei Francesi invece di quello dello Marsa.

Ecco quanto a vostra norma abbiamo l' onore di dirvi sub particolare.

Vostri um. servitori,
(signed) *G. Buttigieg,*
M. Briffa,
M. A. Scerri,
L. Gambin,
W. Hearn, } Membri della Camera
di Commercio.

LETTER from Mr. W. G. Romaine to Dr. R. Sciortino.

Sir,

Admiralty, 22 September 1863.

I HAVE received and laid before my Lords Commissioners of the Admiralty the letter of the 8th instant, signed by yourself and other elected Members of the Council of Malta, stating that you are not opposed to the formation of a dock in the French Creek; and I am commanded by my Lords to acquaint you that they have received with gratification the information that no objection will be made to the construction of the dock in the French Creek should they desire to begin such a work.

Dr. R. Sciortino, &c. &c. &c.
Malta.

I am, &c.
(signed) *W. G. Romaine.*

REPORT of Colonel Greene to the Secretary to the Admiralty.

Admiralty, Somerset House, 28 November 1863.

Whether it is more expedient to construct a Dock in the French Creek or at the Marsa at Malta.

WITH reference to A. O., of the 23d instant, E., forwarding a letter from certain Members of the Council at Malta, and requiring my opinion as to whether it would be desirable or not to substitute the construction of a dock at the head of the French Creek for the intended dock at the Marsa.

It will not be irrelevant, in the first instance, to point out that the letter

above referred to emanates from the minority in the Council, four in number, who at the discussion of the 15th May 1862, opposed the proposition of the majority, 13 in number, for the appropriation of a sum of money for the construction, in part, of this dock.

Further, the members of Council state that "there is no reason why they should wish that a naval dock should be constructed at the Marsa rather than at the French Creek."

In taking this ground, the members of Council apparently ignore the fact that the dock at the Marsa would be available in the ordinary course of business for mercantile shipping, which would not be the case with a dock constructed in the naval waters, and it was hoped and expected a dock at the Marsa would form the nucleus and basis of a private factory and repairing yard.

As the above are points which, it is understood, the Governor of Malta has much at heart, and in which it is presumed he is supported by the majority of his Council, I do not think any great weight should be attached to statements emanating from a minority as exponents of the views of the public at large.

But assuming that the concurrence of the Governor and Council to the immediate commencement of a dock in the French Creek be freely accorded, and that the intention of constructing a private factory and workshops in communication with the projected dock at the Marsa, if such even existed, be now abandoned, then the case would stand thus.

The acquisition of the French Creek for naval purposes ought to be of incalculable advantage to Her Majesty's service. The creek is not to be considered only as affording a few additional moorings for the fleet, and as a highway to "a dock" at the end, but in order that the water and land space may be duly economised, and wharves, workshops, docks, and factories, properly arranged, the question of the future occupation of the new territory and its communications with the existing dockyard must be considered as a whole, and the total ultimate outlay in turning this valuable acquisition to the best account, must not be measured by the value of "a dock" anywhere.

Such judicious and great schemes cannot be elaborated in a day; at present we have not even a general outline of any proposed occupation of the creek and its shores, and I submit that it would be injudicious and premature to plunge into the construction of "a dock" at the head of the creek, until something is known of the capabilities and future occupation of the whole.

In this view of the case, it is evident that the construction of a dock at the head of the creek is no light matter in itself, and that Government will be asked to look expenses in the face, of which the dock alone will prove a small portion. And as a necessary consequence, much time will be required to mature the plans and arrangements, and deal with the whole question in a comprehensive manner.

In the meantime there is no dock in the Mediterranean capable of receiving the largest of Her Majesty's ships, with their guns and stores on board; there are but two docks, or rather only one double dock, to meet all the requirements of Her Majesty's fleet in time of war, and there is literally no deep water wharfage where repairs can be executed alongside. To meet these serious and pressing demands to some extent, a proposal is made to construct a deep and long dock at the Marsa; the site is already in our possession, and a commencement has been made. Circumstances favour the belief that the dock with its approaches and wharves can be completed in a very short time, say three years, at a very moderate cost, even if the whole outlay fall upon the Imperial Government, say 50,000 *l.*; and on the assumption that we are really to expect no assistance from private enterprise in connection with the dock, some small further outlay in constructing workshops and sheds may be necessary, but the whole outlay would not be considerable, and the occasion would fully justify it.

It is for the Board to consider whether the requirements of the public service can be adequately met by awaiting the preparation of well-considered plans of the future occupation of the French Creek, and the commencement and early completion of a dock in part thereof, say five or six years from this date, or whether the public service will not be more advanced by the energetic execution of a dock in the Marsa, as projected, which may be completed in probably half the above time, and at half the cost of a dock in any other locality.

Observing,

Observing, first, that the vigorous prosecution of the dock at the Marsa need not necessarily interfere in any way with the preparation of the plans and execution of any approved work in the French Creek.

And, secondly, there cannot be the slightest doubt that whatever may be proposed and executed in the French Creek, the dock at the Marsa, and any supplementary or even temporary establishments there, will be of immense benefit to Her Majesty's service when most required, viz., in time of war.

(signed) *G. T. Greene,*

Director of Works.

Nov. 28/63.

LETTER from Mr. *T. F. Elliot* to the Secretary to the Admiralty.

Sir,

Downing-street, 9 February 1864.

WITH reference to past correspondence on the same subject, I am directed by the Duke of Newcastle to transmit to you, for the consideration of the Lords Commissioners of the Admiralty, copies of two despatches, with their respective enclosures, from the Governor of Malta, the one reporting on the present state of the Great Harbour extension works, and the other relating to a correspondence (published in one of the local newspapers) between some members of the local Council and the Lords Commissioners of the Admiralty, respecting the grant for a site for the construction of a dock at the head of the French Creek before the completion of the harbour extension.

I am, &c.

(signed) *T. F. Elliot.*

DESPATCH from Governor Sir *J. G. Le Marchant* to His Grace the Duke of Newcastle, K. G.

My Lord Duke,

Palace, Valetta, 29 January 1864.

I HAVE the honour to enclose, for your Grace's information, a copy of the *Malta Times*, No. 1089, of the 21st instant, publishing a correspondence,* dated the 8th of September last, which appears to have been addressed by four of the elected members of the Malta Council of Government to His Grace the Duke of Somerset, in connexion with the grant which the late naval Commander in Chief and Admiral Codrington (Admiral Superintendent of the Malta Dockyard) desired to obtain from the Civil Government of a site at the top of the French Creek, for the construction of a naval dock, before the completion of the works for the extension of the harbour.

* See page 6.

2. I am at a loss to understand what could have moved the Members of Council who signed the letter to the First Lord of the Admiralty, to take that very unusual step, without previously referring to me for ascertaining whether in what terms, and on what grounds, I had expressed my opinion in regard to any opposition that might be expected, in or out of the Council, to a grant, to the Admiralty, of any portion of the shore on the water of the French Creek, at the present moment; and I am still more surprised at the secrecy in which those Members kept that correspondence till, I might say, the eve of the opening of Parliament, to the extent even of not consulting their own colleagues, among whom are two of the wealthiest merchants in Malta.

3. Your Grace will observe that the letter addressed by those Members to the five merchants whom they consulted, the reply of the latter, and the letter of the former to the Duke of Somerset, bear all the same date, the 8th of September. That circumstance leads me to think that all those gentlemen must have been very strongly pressed by private agency to meet together, to consider a very important question, and to sign what they must have believed to be very important documents, in such a narrow space of time.

4. It may also be worth noticing that that correspondence took place at a time when those four Members of Council, and two of the merchants whom they consulted, were making every effort to obtain support to a petition against

my administration. I cannot believe that the letter they addressed to the Duke of Somerset was unconnected with the agitation which existed at the time when that letter was written.

5. That letter was evidently procured to contradict the statement made by myself and others acting under my direction, to the effect that strong opposition would be made to any grant to the Admiralty of any site in the French Creek. That statement was correct, and I firmly believe well founded, and I am satisfied that the very members who signed that letter (on learning the terms of the Resolution of the 25th May 1859, which they seem to ignore, and on being informed by their predecessors of the reasons why the latter insisted on the insertion in that Resolution of the clause establishing that the mercantile marine is to continue in the possession of the French Creek until the completion of the harbour works), would be the loudest in denouncing a breach of faith on the part of the Government, should any portion of the shore of that Creek be now surrendered to the Naval Department for the construction of a dock.

Enclosure 2.

Enclosure 3.

Enclosure 4.

6. I cannot better show to your Grace what was the object of that clause, than by a reference to the accompanying letters (Enclosure B.) written to me on the subject by one of Her Majesty's Judges, Dr. Naudi, who being then Member of Council, moved the insertion of that clause in the Resolution; and from another letter (Enclosure C.) which, the next day after the publication of the correspondence in question, the other four elected members, one of whom, Dr. Randon, was also a Member in 1859, thought it their duty to forward to me; your Grace will see how that important clause continues to be understood.

7. For myself, who know that the resolution respecting the harbour works would not have received the assent of the Council, or at least of the elected members, without the positive assurance given on the part of the Government and then embodied in the clause above alluded to, namely, that no portion of the shore or water of the French Creek would be made over to the Admiralty before the harbour works should be completed, I feel bound to submit to your Grace my strong opinion that any such grant at the present moment would be no less than an infraction of a promise solemnly made by the Government, and required by the Council as a guarantee for the performance of those works.

8. I can hardly attach any importance to the assurance of the four members who wrote to the First Lord of the Admiralty, that they would make no opposition in connection with such grant of site. This is the last session of the present Council, and these gentlemen, after the approaching general election, may not be members at the time when the occasion for any serious opposition should present itself, namely, when next year's instalment for the harbour works will have to be voted. At all events, if, as I feel sure the case will be, public opinion should be strongly against any such grant, the previous uncalled for assent of those members would hardly be of any use to justify the Government on what the Council and the public would have reason to consider as a breach of faith.

9. My experience, during the last six months, shows the necessity of great caution in reckoning upon the consistency of some members of Council: for four members (the same who wrote that letter to the Duke of Somerset) who appeared cordially to concur in all the motions submitted to the Council for the great works now in progress, and who had never offered a word in Council against the Government respecting the administration of the public property, have, for the last six months, during the recess of the Council, made the strongest efforts to get signatures to a petition to your Grace, complaining of excessive expenditure and mismanagement of property.

I have, &c.

His Grace
The Duke of Newcastle, K. G.,
&c. &c. &c.

(signed) *J. Gaspard Le Marchant,*
Governor.

Enclosure 2.

(B.)

Chief Secretary's Office,
26 January 1864.

Sir,

I AM desired by his Excellency the Governor to acquaint you that his Excellency would be much obliged to you if you would be so good as to state the object which the Council was desirous of obtaining by means of the clause which you, then one of the elected members of the Council, caused to be inserted in the Resolution of the 25th May 1859, with reference to the extensions of the harbour clause to which I allude, is as follows:—

“ And, lastly, provided that the merchant shipping shall continue in the possession of the creek, called the French Creek, until all the works intended to be performed in the Marsa and the said extension shall have been completed.”

I have, &c.
(signed) *Victor Houlton*,
Chief Secretary to the Government.

S. Nandi, L.L.D.,
One of Her Majesty's Judges.

Enclosure 3.

Sir,

Valletta, 27 January 1864.

I HAVE the honour to acknowledge the receipt of your letter of yesterday's date, acquainting me that his Excellency would wish me to state the object which the Council were desirous of obtaining by means of the clause which, upon my motion as then an elected Member of the Council, was inserted in the Resolution of the 25th May 1859, with reference to the extension of the harbour, and the words of which are as follows:—

“ And, lastly, provided that the merchant shipping shall continue in the possession of the creek, called the French Creek, until all the works intended to be performed in the Marsa and the said extensions shall have been completed.”

The object of that clause, unanimously adopted by the Council, was that of keeping in the hands of the local authorities the French Creek, as a security for the exact and total execution of the works contemplated in that Resolution; and by that clause it was meant that no portion of the shore or of the water of that creek, destined as it was for the use of merchant shipping, should be made over to the Naval Department, before the works aforesaid should have been completed.

The highest importance was attached to the clause above referred to, and I myself had them stated to the Crown Advocate, with whom chiefly conversations had been held both in and out of the Council on the subject of that Resolution; but if the Government should not have accepted my amendment, the whole of the elected members would unanimously have voted against that Resolution.

I have, &c.
(signed) *S. Nandi*.

The Hon. Sir Victor Houlton, K. C. M. G.,
Chief Secretary to the Government.

Enclosure 4.

(C.)

TRANSLATION.

Sir,

IN the “Malta Times” of the 21st instant, a letter was published, bearing the date of the 8th September last, and addressed by our four colleagues, elective members of Council, to His Grace the Duke of Somerset, together with another letter of the same date addressed to those gentlemen by five merchants; and in those two letters it is affirmed that there is no objection on the part of the persons signed in those letters, or on the part of the public at large, to the commencement of the work for the construction of a dock at the head of the French Creek, provided the merchant shipping be not disturbed in the use of that creek.

We have no interest to inquire into the origin of that correspondence, or into the motives of the mysterious secrecy in which it has hitherto been involved.

We only wish, in order to prevent any misunderstanding that might arise from our silence, to express our opinion, and that which we believe to be entertained by the classes most interested in the matter.

We are decidedly of opinion that, on the one hand, the Government would depart from the resolutions of the Council on the subject of the agreement relating to the harbour extension;

extension; and that, on the other, serious doubts would arise in the mind of the public, in regard to the execution of that work for which the local treasury has already made great sacrifices, if before the completion of that undertaking the Naval Department were permitted to occupy the head of the French Creek for the construction of a dock.

By the resolution of the 25th of May 1859, the Council agreed to the motion respecting the harbour extension, and to the future surrender of the French Creek to the Naval Department, upon the condition that the merchant shipping should continue in the possession of that creek, until the works referred to in that resolution should have been completed; and that condition the Admiralty, by assenting to the aforesaid resolution, accepted without reserve, as may be seen from the correspondence which took place on the subject, and printed copies of which were distributed to the members of Council.

The French Creek does not merely consist of the water which it contains, but includes also the shore. The transfer, therefore, of the shore belonging to the Local Government, before the completion of the works contemplated in the above-mentioned resolution, would be a violation of the agreement entered into by the Imperial Government with the Local Government.

The suspicions which such transfer would excite would be of the gravest nature, and the effects would, probably, be felt in different ways, and perhaps also on the occasion when the remaining instalments of the money which the Government, by the above quoted resolution, bound itself to pay, will have to be voted. Since more than a year, the public, disgusted with the slow manner in which the execution of the work for the harbour extension is being proceeded with, has been labouring under a suspicion that the work will never be carried out; and the only guarantee the Council has for the execution of that undertaking is, the possession of all, and every part of the French Creek, which the Naval Department is anxious to obtain.

But if a dock is now allowed to be formed in the French Creek, that guarantee ceases almost entirely, because the Naval Department would probably throw all its energy on the construction of that dock; the dock being completed, ships of war could not be prevented from making use of it, notwithstanding that the extension of the harbour should not yet have been completed; and the use of the dock being obtained, the interest which the Naval Department has for its own convenience in the harbour extension, would become little more than nominal. The public, and especially the mercantile classes, anticipating that result, would in the premature transfer of the head of the French Creek, see nothing but an intention to abandon the work of the harbour extension, the subjection of the water of that creek at least to the passage, more or less frequent of large ships of war, and probably also the first step towards the banishment of merchant shipping to the Marsa Muscetto harbour.

We humbly submit these remarks to the consideration of his Excellency the Governor, knowing that he takes to heart the interests of this community. He witnessed the alacrity with which the Council agreed to the contribution of upwards of 75,000 *l.* for the harbour extension, besides the future transfer, for the convenience of Her Majesty's navy, of the creek above referred to, and we trust that he will use his best endeavours to secure a faithful and complete performance of the conditions upon which that assent was given.

We have, &c.
(signed) *G. Randon*
E. Seichuna.
Vincenzo Bugeja.
Dr. F. Grunje.

DESPATCH from Governor Sir *J. Gaspard Le Marchant* to his Grace the Duke of *Newcastle*, K.G.

My Lord Duke, Palace, Valletta, 29 January 1864.

WITH reference to a telegram in which I stated to the Admiralty that the great harbour extension works being now at an important stage, I should be much gratified if the Deputy Director of Admiralty Works, Mr. Scamp, could be spared to again visit Malta, as I was of opinion that his presence, at this moment, would be of the highest value in expediting them.

2. It becomes desirable, perhaps, that I should now venture to express to your Grace, and to my Lords, what I conceive to be the position and progress made in these works up to the close of the past year.

3. The

MALTA HARBOUR EXTENSION.

General Plan Shewing the Walls of extension executed, the North West Basin and Dock, and the propositions for Slips &c.



(Signed) Horatio Austin

(Signed) G. F. Greene

S.H. August 22/63.

Copy prepared for transmission to His Excellency the Governor in pursuance of the Admiral Superintendent's directions on Admiralty order of the 26th August 1863.

Signed / W. H. Churchward
Asst. C.E.
Sept. 3. 1863



Mud from 1 to 2 feet above Water Line.

Ground excavated to about the average Water Line

Dredging in progress below the Water Line.

Wharf Wall completed.

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Sept. 3. 1863

- Mud from 1 to 2 feet above Water Line.
- Ground excavated to about the average Water Line.
- Dredging in progress below the Water Line.
- Wharf Wall completed.

3. The accompanying plan will show the progress made in the wharf-walls, those indicated by a broad red line are finished. The incompletd intervals (A. and B.) are where the structure is to rest on mud foundations.

4. The question of the dredging, as already dealt with by my Lords, who, I understand, have desired that additional plant shall be at once provided by the contractor ; suffice it for me, therefore, on this point to say, that with such increased plant there need be no apprehension of carrying out the works which are impeded by no engineering difficulty whatever.

5. The works in the north-west basin, had, up to the month of August, equally, fairly progressed ; but since then, they have been interrupted by a series of mishaps, breakdowns, and almost daily accidents, if not mistakes, that have proved provokingly and vexatiously obstructive.

6. What I conceive to be the growing necessity of dock accommodation, especially now that iron-clad ships have joined the Mediterranean fleet, induces me to urge on the notice of my Lords whether that most valuable part of the plans, "the new dock," should linger on further by delay ; the spring and summer months are now approaching, when there can be no doubt that the time will arrive when great and energetic efforts should be made to expedite this most important service.

7. It was to give a fresh impetus to the-works to lay down authoritatively and definitively the lines and plans for their execution during the ensuing season, that I was anxious for the presence of the Deputy Director of Works.

For, to speak frankly, there can be no doubt that while Admiral Codrington was in command of the Dockyard (and who made no disguise that his views were adverse to the plans which had been approved by the Admiralty), that prejudices were fostered, which have not yet been altogether eradicated.

And, although I feel under great obligations to the straightforward, honourable, and very active support of Admiral Austin, yet obviously an under current has shown itself amongst certain of the subordinates of the department, who, unable or unwilling to conquer their prejudices, prosecute their labours with a want of spirit and energy that is not to the advantage of the public service ; indeed I cannot better characterise my meaning than by saying, that "their heart is not in the work."

8. From a watchful and almost daily personal attention to the progress of these works, I do think it a material point that a professional officer should be sent out to take charge, who being independent of the influences of the subordinate parties in the Dockyard, would literally carry out the Admiralty instructions, having a direct supervision and special responsibility resting on him.

9. The consideration and kind support I have ever received from my Lords, and the great Imperial interest I believe to be involved in the energetic prosecution of the works in question, have induced me to speak thus unreservedly on the present occasion.

10. And, with reference to another Despatch of this day's date, relative to a correspondence on the question of the immediate commencement of a dock in the French Creek, it may not be inopportune in closing this letter to add, that a gentleman, a leading owner in one of the great commercial Mediterranean Steam-packet Companies has just observed to me, that were the local Government to yield up the French Creek before the promised substitute was fully ready for the commercial shipping, the whole of the English companies would combine, by every possible effort to resist it, as being a concession injurious, if not ruinous, to their interests.

11. It is under these circumstances that I have viewed with peculiar pleasure, from the correspondence as published in local newspapers, that the proposal of the four elected members of the Council to concede the French Creek at once had not carried any particular weight with my Lords ; because, to say the least, that correspondence conveyed a most disingenuous statement which might most seriously have misled my Lords, as likewise have compromised me, in my

situation, most deeply with the inhabitants and trade of Malta, as well as with the important steam companies from England and the Continent, who have embarked so large a capital in this trade.

I have, &c.
(signed) *J. Gaspard Le Marchant,*
Governor.

His Grace
The Duke of Newcastle, K.G.

P.S.—The number of steam-packets and other mercantile steamers which arrived at Malta during the year 1863 was 861.

LETTER from Mr. *W. G. Romaine* to Mr. *J. R. M'Clean*.

Sir,

24 February 1864.

MY Lords Commissioners of the Admiralty being desirous of obtaining the opinion of an eminent civil engineer on certain works now in progress at Malta,

I am commanded by their Lordships to request that you will proceed to that Island for the purpose of inspecting the works in question, and of reporting fully thereon, for their Lordships' information.

These works which are connected with the improvements of Malta Harbour and the formation of a dock and basin for the use of the imperial as well as of the mercantile marine, were undertaken after communication with the local government at Malta, and the Admiralty are therefore bound by the obligations into which they then entered.

The points to which you will chiefly direct your attention are :—

1. The present state of the works under the original contract with Messrs. Gabrielli and Messrs. Treadwell for dredging and for the erection of wharf wall, shallow basin, &c., and whether it is probable that the works and the subsequently approved deviations will be completed for the sums provided under the contracts or otherwise authorized, and if not what will in your opinion be the amount of the ultimate excess.

You will report also what extra amount will be required in order that the work shall be handed over to the Civil Government and the Admiralty respectively in a perfect state when the contract shall have come to an end, and you will state the period when in your opinion the Admiralty may rely on the completion of these works.

2. The deepening of the basin called the North West Basin and the Dock which it is proposed to form at its angle. Upon this work my Lords require your opinion as to the correctness of the estimate for deepening the passage through, or the whole basin, to 30 feet, and for the completion of the dock, including also the additional sum required for dredging the harbour to the depth necessary to secure the safe approach of ships of the deepest draught to the basin.

Your attention is especially called to the practicability of deepening the basin to the extent required, bearing in mind the difficulties that are likely to arise from the increasing influx of water through the rock as the works proceed to the greater depth.

The same question will arise as to the difficulties in the formation of the dock, and in addition you will have to consider the best mode of keeping the dock dry when once formed, and the expense of maintaining it in working order when required for use.

With respect to these works also my Lords would desire to know the time within which they can be completed and the dock be ready for use. My Lords would be glad of any opinion which you may be able to form of the feasibility, or otherwise, of making a first-class dock of sufficient depth at the head of the French Creek, especially reporting upon the character of the rock as compared with that on the side of the proposed Marsa Dock.

All the designs, plans, and estimates for these works are in the hands of the Admiral Superintendent at Malta, or can be furnished here.

The

The Admiral Superintendent has been directed to place them at your disposal, and to afford you every assistance that you may require in men and materials in carrying out the necessary inquiries.

I am, &c.
(signed) *W. G. Romaine.*

J. R. M'Cleane, Esq.

The Secretary to the Admiralty to Vice-Admiral *Smart.*

Sir,

23 February 1864.

I AM commanded by my Lords Commissioners of the Admiralty to transmit to you a copy of the instructions addressed to Mr. M'Cleane, and I am to direct that every assistance in your power should be given to that Gentleman both by you and by Admiral Superintendent Austin (to whom you are to communicate a copy of this letter and instructions) in the prosecution of his enquiries.

My Lords will be glad to receive from you and from Admiral Austin separate statements of your opinions on the following points :—

1. On the convenience or difficulties which may be expected in docking vessels in the proposed dock of North West Basin, having reference to the space, the prevailing winds, the obstruction caused by merchant vessels, or other local causes.

The construction of this dock was recommended not only in the interest of the royal navy but also for the advantage of the merchant shipping.

It was stated that if such a dock was formed, private establishments and factories would probably spring up in its immediate neighbourhood, which would not only serve the purpose of the merchant shipping but might, in times of pressure, be found useful to the Royal navy.

My Lords would wish to receive any information as to the probability of these expectations being realised, and as to what first-class merchant steamers would probably make use of such dock.

2. Whenever the engagement entered into with the Government of Malta shall have been completed, my Lords will, according to the terms of that agreement, receive complete possession of the French Creek. My Lords will be glad to receive therefore the opinion of yourself and Admiral Austin on the advantages and disadvantages which will attend the use of a dock if formed in the French Creek, whether another factory will be required in that creek, and what additional establishment would be necessary for the use of a dock in that creek, and how far such establishment could be dispensed with provided a communication by tunnel or cutting were made between the Dockyard Creek and the French Creek.

I am, &c.
(signed) *C. Paget.*

Vice-Admiral Smart.

REPORT of Mr. J. R. M'Cleane to the Secretary to the Admiralty.

23, Great George-street, Westminster, S. W.,

Sir,

11 March 1864.

IN compliance with the desire of the Lords Commissioners of the Admiralty, communicated to me in your instructions of the 24th ultimo, to obtain my opinion on certain works now in progress at Malta, I proceeded to that island and inspected the works in question, and have now the honour to submit the following report for their Lordships' information.

The works in progress in the harbour of Malta are fully described and shown on the plans accompanying the Admiralty Returns to the orders of the honourable the House of Commons, dated 12th May and 24th June 1863. History of works in progress.

These works, originated in 1858-9, when the increase of the Mediterranean fleet, both in number and size of vessels, rendered it desirable that the anchorage of the French Creek, at that time used by the mercantile marine, should be acquired for the navy.

The leading merchants of Malta, having been consulted by the Civil Govern-
ment,

ment, agreed to the surrender of this anchorage, provided a formal guarantee were given them that the merchant shipping should continue in possession of the creek until a new harbour in the Marsa should be made suitable for their reception.

The words of the Resolution are, "that the merchant shipping shall continue in the possession of the creek, called the French Creek, until all the works intended to be performed in the Marsa, and in the said extension, shall have been completed."

This guarantee was given and confirmed by the Imperial Government, and the works were commenced early in 1861, the Civil Government of Malta undertaking to pay a moiety of the expense, calculated on the original estimates. (*See Paper A in Return to Order of 12th May 1863.*)

The pressure for dock accommodation for armour-plated ships led to the suggestion to construct a first-class dock at once in the angle of the North West Basin in the Marsa (as shown on the general Plan (A) attached to this Report); this situation was considered favourable for that purpose, and the Admiralty director of works estimated that the dock could be completed in two years at a comparatively moderate expense; the approaches from the great harbour were, at the same time, proposed to be deepened to 30 feet.

This dock was to be the property of the Admiralty, and under the control of their officers, but permission was to be given for merchant vessels to be repaired in it (when it was not required for Her Majesty's ships) at moderate charges, based upon its cost, maintenance, and the expense of pumping.

The plan was also approved by two of the Lords of the Admiralty, who visited Malta in the year 1862, and subsequently by the Board of the Admiralty and by his Excellency the Civil Governor of Malta, upon conditions set forth in the Resolution passed by the Council of Government of Malta at sitting No. 34 of 9th May 1862.

After the completion of the works in the Marsa, when the merchant shipping will be removed from the French Creek, a considerable development of commerce and increase of shipping may be expected; and as the vessels cleared annually already amount to upwards of 2,000,000 tons, a graving-dock, with workshops, will, no doubt, be required in the Marsa.

Description of works.

The works in progress in the Marsa are of great magnitude, and, when completed, Malta will be the most commodious harbour in the Mediterranean. These works are shown in Plan (A).

This anchorage and wharfage comprises an area of upwards of 80 acres, of which 18 acres (coloured dark blue on the Plan) have been dredged to a depth of 30 feet, and the remaining 62 acres are to be dredged to a depth of 25 feet.

The North West Basin occupies a space of upwards of eight acres, the depth of which is to be only 12 feet, according to the original design.

The public road and wharves (coloured brown) on the margin of the anchorage are to be 100 feet in width, and upwards of 7,000 feet in length, and will afford accommodation to about 175 merchant vessels, and the anchorage space clear of the wharves will accommodate upwards of 500 vessels of the same class.

The public road and wharf of the North West Basin will be 2,000 feet in length, and the basin will contain 80 vessels, making altogether shelter and wharfage accommodation for upwards of 750 vessels.

It will be seen, from this description, that 18 acres of the anchorage are dredged to a depth suitable for first-class ships of the Navy, and 62 acres for frigates and gun-boats; and that the only work designed for merchant vessels alone (the depth being 12 feet) is the North West Basin. This depth was subsequently proposed to be increased to 30 feet, which, in my opinion, was a most judicious alteration, as I consider that in undertaking new works in a great naval harbour like Malta, either for increasing the anchorage or dock accommodation, provision should be made for the increased size and draft of first-class ships of the Navy. The Civil Government of Malta admitted the expediency of this, by making the harbour for the accommodation of merchant vessels of suitable depth for the use of the Navy, and also by agreeing to share the expence of deepening the North West Basin.

I will now refer more particularly to the points to which my attention is chiefly directed in your instructions.

In reply to your first inquiry, as to the present state of the works under the original and subsequent contracts,—

M. Gabrielli's contract and authorised additions include excavating about 200,000 cubic yards above the water level of the Marsa, and dredging about 3,800,000 tons of mud and stones, and depositing them in the sea about a mile from the mouth of the harbour. Present state of works.

Of the above work nearly the whole of the excavation is completed, and about one-third of the dredging, to depths varying between 25 and 30 feet.

	£.
The amount of the original contract was - - - -	64,116
Amount for additional dredging, removing stones, and other works - - - -	11,637
Making a total amount of - - - -	75,753
The cash paid up to the present time is - - - -	30,000
Leaving the balance for work to complete the contract -	45,753

As the whole of the work for the completion of the harbour is included in the contract sum, and provided for in the authorised additions, unless the contractor is called upon to expedite the works beyond the capabilities of the plant provided by the Government, there will not be any ultimate excess on the above amount.

The time for completing the work in the original contract was six years from January 1861. Three years have elapsed, or one-half the time; but little more than one-third of the work, including the additional dredging, has been executed. The number of working days in a year is two hundred and fifty, taking the average of three years when the steamtug could go safely out of the harbour to deposit the excavation in the sea. The average dredging executed during the last three years has been about 2,500 tons per day, so that, at the present rate of progress, it will require one thousand working days or (about four years) to complete the work; say, 1st January 1868, one year beyond the contract time. This progress may be increased by providing additional dredgers and pontoons, at an additional cost.

M. Gabrielli has also a contract for excavating and dredging the North-West Basin to a depth of 12 feet below average water level. The contract amount is 3,884 *l*. The excavation above the waterline is completed, and, unless the additional work for deepening the basin to 30 feet be authorised, there will not be any excess on the original contract amount, and the work may be completed within the contract time.

Messrs. Tredwell and Barnes' contract includes building the wharf walls of the extension of the harbour in the Marsa (shown on Plan A), and other works, for an amount of 21,039 *l*.

The work commenced in January 1861, and was to be completed in three years. By a subsequent arrangement the walls, instead of being built on mud, were in every case ordered to be built on a rock foundation, to enable the dredging to be carried to a depth of 30 feet without injuriously affecting them.

This is a great improvement on the original design, as at any future time, by an expenditure of only 12,000 *l*., the whole anchorage of 62 acres of the Marsa may be dredged to the full depth of 30 feet.

Upwards of one-half of the whole masonry in the contract and additional works has been executed.

The additional cost of building the wharf walls on the rock, or to a maximum depth of 30 feet below the water level, has not been finally settled by the Admiralty Director of Works. It will not, I believe, exceed 20,000 *l*., making, with the contract sum, a total cost of about 41,039 *l*. The work is being executed in a satisfactory manner, and may, with the exception of the bridge across the entrance basin, be handed over to the Admiralty at the end of the present year.

With reference to your inquiry No. 2, respecting the North-West Basin and Dock,—

The original estimate for a basin, with wharf walls 12 feet below average water level, was—

	£.
For dredging - - - - -	3,884
„ wharves - - - - -	5,000
My estimate for deepening this basin and constructing wharf walls to a depth of 30 feet below water is - - - - -	41,000
Making the estimated total cost of the basin - - - - -	49,884
Say - - - - -	£. 50,000

My estimate for the construction of the Graving Dock in the North-West Basin is 30,000 £., if constructed by simply excavating the rock to the required dimensions, as provided in the specification of the Director of Works; this amount would include caissons and pumping engines of sufficient power to keep the excavation clear of water. The altars to be formed in the solid rock, and the only hard stone to be used for the coping steps and invert. An allowance is also made in this estimate for the value of stone quarried on the site of the dock.

I have examined the stone in the excavation on the proposed site, and find that it is not suitable to resist the great wear and tear of a graving dock, although sufficient for masonry under water, where it is not exposed to the action of the atmosphere.

I am therefore of opinion that the altars and facework of the dock must hereafter be constructed of hard stone, which will then involve an additional expenditure of about 20,000 £.

I do not anticipate any difficulty from water in the construction or working of the dock if, in the first instance, a powerful engine is provided, so as to admit of the fissures being properly stopped.

With reference to the additional cost required for dredging the harbour to the depth necessary to secure the safe approach of ships of the deepest draught to the North-West Basin and Dock, I consider that to afford proper access from every part of the harbour it will be necessary to dredge the whole of the space coloured light blue on plan A, and the whole of the basin, to a depth of not less than 30 feet. A channel only in the harbour, to be safe, would require marking buoys, and in the basin would prevent ships being turned after undocking or being taken to the wharves for repairs, for which the basin is alone useful.

About 4,000 £. will be required to deepen the harbour for the space in the Marsa (coloured light blue in the plan) to 30 feet below water.

The time required to complete the basin and dock, and the dredging of the space (coloured light blue on plan A) to a depth of 30 feet, will be about two years.

French Creek.

With reference to your inquiry No. 3, as to the feasibility or otherwise of making a first-class dock at the head of the French Creek, and as to the character of the stone on that site compared with the stone on the site of the proposed Marsa Dock—

I have carefully examined the site proposed for the dock, and considered the plans and estimates referred to in Admiral Codrington's Report. There would not be any difficulty in constructing a dock at the head of the creek, and I am of opinion that Mr. Churchward's estimate is sufficient for the works proposed by him. The stone quarry in Coradino Heights, where the rock crops out, is hard and of good quality, and lies very conveniently for a great portion of the work. It is harder than the stone in the dock in the north-west basin of the Marsa, and except for altars, steps, and inverts, would be suitable for the work, and would stand exposure to the weather better than the stone in the Marsa. The rock in both places is similar to Bath-stone, and varies, like it, in hardness and durability.

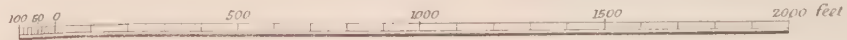
The French Creek is the most sheltered part of the harbour, the water being always in a state of tranquillity. This valuable space of water (2,000 feet long and 600 feet wide), with its wharves, ought to be laid out in connexion with the works of the present dockyard, so that each part, executed from time to time, should form a portion of a general plan for improvements.

Takin

(To face page 19)

A

MALTA
PLAN OF HARBOUR,
Shewing Dock Yard Creek, French Creek and extension of Harbour
referred to in report.



Irm Clear
11th March 1864.



MALTA

PLAN OF HARBOUR,

Shewing Dock Yard Creek, French Creek and extension of Harbour
referred to in report.





Taking this view, I am of opinion that a graving dock at the head of the French Creek would greatly interfere with the future arrangements of works in connexion with the dockyard. It is not the best situation in the creek for that purpose, and docking and undocking vessels would interfere with the proposed anchorage for the navy. The distance from the present workshops is also an objection.

What appears to me to be most required in the French creek, in addition to a graving dock, is additional wharfage and sites for buildings and workshops for repairing ironclad and other line-of-battle ships. At present there are no workshops or conveniences for that purpose, and there are no wharf walls with sufficient depth of water for first-class ships to lie alongside under sheers.

The accompanying plan (B.) shows the site I propose for a graving dock and wharf in the French Creek. This situation would possess all the advantages pointed out by Admiral Codrington, and would be free from the objections to the situation at the head of the creek pointed out by the Director of the Works; it would not interfere with the anchorage or fortifications, or with the road into Burmola Gate, so much required as a communication from Burmola.

The dock would be constructed in the bay, immediately south of the present merchants' yards, where boat and ship building is at present carried on.

The bay may be enclosed for a length of about 800 feet, and for an average width of about 200 feet, leaving a clear channel or water way of 400 feet at the narrowest part of the creek.

If a first class dock were constructed in this position, there would be a wharf on both sides, nowhere of less width than 100 feet, which may be placed in immediate connexion with the stores and workshops of the present dockyard by means of a tunnel only 60 yards in length. The outer wharf would have 30 feet depth of water alongside, and would be, for 800 feet in length, available for first-class ships.

I am of opinion that the space at the head of the French Creek (shown on plan A, and coloured red), will be required hereafter for storehouses and workshops, and other repairing conveniences in connection with the arsenal. It is the only place where a sheltered and protected site for an extension of the dockyard and arsenal can be obtained without interfering with military works or public roads. For these reasons I consider that it would be injudicious to apply this space to the purposes of a graving dock. I have explained my views to the Admiral Superintendent, and he will, no doubt, advise their Lordships thereon.

The borings taken indicate that the ground is in every way suitable for the work proposed, and that the dock and wharf wall will be founded on the rock.

A coffer-dam may be constructed at a moderate expense, and the whole of the work completed in about three-and-a-half years.

My estimate is 100,000 £. for the dock, and wharf 800 feet in length, and with 30 feet of water alongside.

The other works and improvements in the French Creek, shown on plan A, may be executed hereafter.

In the event of a complete guarantee being given to the merchants and Civil Government that all the works in the Marsa will be faithfully carried out at the joint expense of the Imperial and Civil Governments, I have no doubt, judging from the desire expressed by His Excellency the Governor and his Secretary (Captain Brett) to meet the views of the Admiralty in every way, that a liberal construction of the words of the article which provides "that the merchant shipping are to remain in possession of the French Creek until the works in the Marsa are finished" would justify the appropriation of the space shown on the plan for the purposes of a graving-dock and wharf previous to the completion of the works of the Marsa. The removal of the boat and ship-building wharves to another situation would be simply a matter for compensation, and the occupation of this portion of the French Creek would not interfere injuriously with the merchant shipping.

I have, in conclusion, to acknowledge my obligations to Admiral Austin, to Captain Brett, to Mr. Churchward and his assistants, and to Mr. Andrews, the assistant engineer, for affording me the information I required, and enabling me to complete the inquiry with great despatch.

I have, &c.
(signed) *John R. M^cClean.*

LETTER from the Admiral Superintendent to the Secretary of the Admiralty.

Docks at North West Basin and French Creek.

Sir,

Malta Dockyard, 14 March 1864.

THE Commander in Chief having been pleased to transmit, on the 2d instant, a copy of their Lordships' letter No. 1063, of the 25th February, having reference to the subject of the docks at the North West Basin and French Creek, inviting my opinion on the several points therein particularized, I proceed to afford the results at which I have arrived from a consideration of the whole subject.

DOCK AT NORTH WEST BASIN.

Convenience in Docking Vessels.

I cannot see there will be any difficulty in docking vessels in the North West Basin; certainly less than there would be at the head of either dockyard or French Creek, when vessels are moored on each side: and, looking to the advantage connected with any dock for Malta being available for a ship of war of the first class, as well as a basin, with space around, available for such requirements as conflict at sea may render necessary, and which I do not see can be obtained in this harbour elsewhere (as regards ample space around ships alongside wharves), I cannot but be deeply impressed with the necessity of proceeding on this important work: that is to say, a 30-foot basin and a first-class dock. And should the proposed appropriation and works in the French Creek eventually render these unnecessary during peace, and available for the use of the commercial marine, I cannot but feel that the confidence which such a dock and basin, as a reserve in the Mediterranean, will prove to the nation on one hand, and the political effect on those who may be our foes on the other, should their course be on their way to Egypt or Archipelago, will repay all the outlay caused at the present period, and appears to justify any exertion to complete a dock and basin or use.

I do not apprehend any difficulty to ships entering the basin and dock; steam-power and seamanship I should consider equal to all general emergencies; and as respects obstruction caused by merchant ships, I conclude that in a crisis, or during national hostilities, everything will most justifiably be required to give way to the pressing exigencies of the public service.

This was the case, I believe, during the Crimean war; much more so will the means and resources of these harbours be subservient to Imperial necessities in a period of maritime conflict. The commerce of Malta depends upon our national security and naval pre-eminence; and I cannot conjecture that, under such circumstances, there will be any conflict of interests between the merchant shipping and ships of the Royal Navy.

Private Establishments for Repairs to Merchant Steamers.

With reference to private factories, I am of opinion that as such establishments may be called for they would arise, inasmuch as the machinery of vessels trading to the Mediterranean has hitherto, from its soundness and stability, it would appear not to have rendered anything further necessary than a small establishment (Messrs. Kirkwood & Turner) who are now here on the shore of the Grand Harbour.

Therefore, having space around a basin, factories and their appliances can be organized and set up as the necessity arises: and who in a time of peace can satisfactorily determine the best description of preparation in connexion with the dock and basin, and the new armament and formation of ships which may be required to meet what may be called for in the results of a naval conflict? Should a dock be constructed, whether at the Marsa or French Creek (or even elsewhere)

where) separated from our present establishment, to work it efficiently a certain amount of appliances will be absolutely necessary, such as sheers for lifting boilers, forges, furnaces, &c., &c.

So far as the mercantile shipping are concerned, the present docks in the Dockyard Creek have proved fully equal to meet their requirements; so that it would appear that a 30-foot basin and a first-class dock would be chiefly, if not wholly, at the service of the ships of war, and entirely so, if required, during war; inasmuch as the docking in Dockyard Creek, the extension of the new port, and wharves approachable to 25 feet, would be sufficient for all commercial purposes.

FRENCH CREEK.

Dock if formed; Advantages or Disadvantages; another Factory?

With reference to a dock in French Creek, doubtless looking to the necessity, from the position of Malta in the Mediterranean, the one first-class dock at North-West Basin will not be sufficient, and therefore I cannot but think that the French Creek would be resorted to for additional dock accommodation. But I am of opinion it should be in the body of the creek, sufficiently within the creek to ensure shelter from the gregale, and to bring it as close to, or in direct communication with, the tunnel to be made from the dockyard as possible; in which case the present factory will be generally sufficient, space being here also necessary for sheers, furnaces, &c., as may be shown to be required.

In the opinion that the dock or docks to be constructed hereafter should not be so formed at the head of the creek, I am impressed that this valuable creek to the navy has been acquired, chiefly, in order to possess harbour space for mooring ships; and therefore, if it is so occupied as moorings, docking ships at its upper end would be found very inconvenient, but that, with a dock more at the outer part, it would facilitate this object—viz., leaving the inner space free for mooring ships, and the outer part clear for entry and departure, as well for the facilities of docking and undocking.

It may be due to their Lordships further to observe, that I have very grave doubts if the formation of a dock in the upper end of the French Creek, as has been proposed, could be entered upon without considerably interfering with the pursuits of a number of people—boatmen, shipwrights, and others—who heave down and repair their vessels and pontoons in the space shown as a cofferdam in the Parliamentary Papers; besides diverting the public road, and thereby affecting the convenience of the public, and the value of property within the present Burmola Gate.

Referring to the point of a basin and factory being separated by a water communication, it may be observed that most of our private engineering establishments in England are so separated from their work; the heavy machinery is in many cases conveyed by water to its destination, and has to await tidal operations to enter the basin.

It would not present such a difficulty here in Malta, where communication is constant, there being no tide.

In England a floating factory is necessary, and made to answer the purpose; so that this place would be no worse off, as far as the dock at the Marsa is concerned, but better than private establishments in England, who execute a great amount of engineering work under similar exigency.

Workmen paid lodging-money, working too in a climate infinitely preferable to England—that is, not requiring the amount of protection from inclement seasons—could be much easier sheltered and accommodated. Any number of artificers can be obtained by rapid steam communication from England, on demand, by electric communication; many, if not all, of the difficulties could be overcome, or greatly lessened, which now appear to render the distance between the Marsa and the Dockyard so great an obstacle in a naval dock in that position.

Having requested the officers of the Yard to furnish any information which

their experience might suggest in reference to this important subject, I beg to enclose the reports of the Master Attendant, Master Shipwright, Naval Store-keeper, and the Superintending Engineer.

The illness of Mr. Churchward, Assistant Civil Engineer, prevented me calling on him for any observations.

I have, &c.

The Secretary of the Admiralty. (signed) *Horatio T. Austin.*

(Enclosures.)

REPORT of Mr. *R. C. Allen*, Master Attendant, relating to Dock at the Head of the Marsa, and also to that of the French Creek.

Master Attendant's Office, Malta Yard,
8 March 1864.

Sir,

In reply to your communication of the 4th instant, I feel that any remarks I may make will not be entitled to the weight they might have had had I been occupying my present position for a few months even, instead of four weeks only. With this reservation I proceed to answer the questions to the best of my ability.

The difficulties which lie in the way of docking a large ship in the new dock at the head of the Marsa consist in getting her safely to the entrance of the basin. The shore on the right hand of the ship passing up towards it will be lined with merchant shipping, some of them being those large steamers trading to Constantinople, Alexandria, and other ports in the Levant; the length of many of them is 300 feet and upwards. Again, it is probable that vessels will be similarly moored on the left-hand side, leaving a comparatively narrow channel through which to take a large heavy ship. Their anchors and cables will lie across this narrow passage, which will, therefore, have to be deepened to 33 feet. It is easy to foresee that the chances of collision during strong winds will be many, and bowsprits are very expensive articles to have to replace. To moor any of these vessels for the purpose of getting a ship out of or into the basin is of course not to be thought of; consequently there will be many days in the year, particularly with southwest and southerly winds (which are very prevalent, and often blow with great violence, coming down in gusts from the Valley of Siggien), when it would be unsafe to move a vessel towards the basin for the purpose of docking her; the same difficulties will have to be met when leaving the basin.

On the other hand, on fair and moderate days, when the passage has been deepened to 33 feet, a large and heavy ship may steam up to the entrance of and, occasionally perhaps, right into the basin, instead of having to go through the tedious process of dropping up a creek stern-foremost.

The great inconvenience of having two docking-places so far apart as are the one in Dockyard Creek, and the other near the Marsa, is so obvious that I feel I need do no more than allude to it.

Another difficulty appears to me to be this—that is, if I understand the matter rightly: the North-West Basin is the property of the Civil Government, and will be usually, if not always, occupied by merchant shipping receiving and discharging their cargoes. Whenever it becomes necessary to dock a large ship, say the “Northumberland,” of upwards of 400 feet length, a number of vessels may have to be withdrawn from the basin; and it is not unlikely that the Superintendent of Ports, or his deputy, may disagree with the Queen's Harbourmaster as to the space necessary to be cleared for the passage of so large a ship, which might lead to much delay in cases of urgency.

The difficulties to be overcome in docking and undocking in French Creek do not appear to be of any great moment. It is quite sheltered from all winds, and the sea during a gregale is, excepting during a very heavy one perhaps, very trifling; for Isola Point, which arrests some portion of the swell and sends it up Dockyard Creek, acts as a break-water to French Creek. The occasions, then, when a ship could not be docked in French Creek would be very few indeed. The only drawback seems to be the necessity of swinging her at the entrance, and dropping her up stern-foremost along its whole length between two lines of ships; for when French Creek is given over to the Navy it will be occupied by the large ironclads and other vessels, which will have to be moored in two lines along its shores. At present we have no moorings at which we could place such ships as the “Northumberland” and “Minotaur” at a swinging berth; but when French Creek comes into our possession, an admirable basin will then be provided for them, when they can lie, moored head and stern, secure from all winds.

The close proximity of French Creek to the Dockyard Creek will be a great advantage, for when a communication is opened between them by means of a tunnel, the resources of both may to a certain extent be applied to either, and there will be the manifest advantage of having both under the control and supervision of one person.

Having thus answered the questions put, I pass on to notice that part of your memo-

randum

random in which you invite the officers to furnish you with any opinions on this subject which they might think conducive to the interests of the Service.

I am of opinion that the dock in the North West Basin is a very desirable thing for this Island, inasmuch as it will afford every facility for repairing merchant vessels, and it might, in cases of great urgency, be available for H. M.'s ships; but I think we ought to have a dock capable of taking such a vessel as the "Minotaur" in naval waters.

Looking at the case in all its bearings, as far as I am able, a dock at the head of the French Creek seems to me to be the most eligible site, on account of its close vicinity to Dockyard Creek. It can at once be proceeded with, I believe, and a more suitable place for a cofferdam could not perhaps be selected.

I have had under consideration two places, about halfway up French Creek, which have been pointed out as eligible sites for a dock. That on the Coradino side is too far from Dockyard Creek, and that on the Isola side would interfere with the fortifications; while there is this additional objection, that were either side taken, it would take away two mooring berths for large ships.

There is one more site for a dock, and I think it the most eligible I have seen, but for the one fatal objection of being too distant from Dockyard Creek.

The matter of expense attending it would have to be settled by competent authorities. I merely offer the suggestion as a point for consideration.

It is at the Coradino, between Spencer's Monument and the Government coal-stores.

I have, &c.
(signed) Robert C. Allen,
Master Attendant.

REPORT of Mr. J. B. Robinson, Master Shipwright,

On the subject of a New Dock.

Sir,

Malta Dockyard, 12 March 1864.

WITH reference to your memorandum of the 4th instant, I have the honour to report as follows:—

1st. On the receipt of the above memorandum I applied for the use of the drawings, &c., on the subject of the new dock, in order that I might have inspected them before submitting my report, but I could not obtain them; and this afternoon I have received your minute of this day on my letter of yesterday, informing me this report, "to be of any service," must be written "to-day," and that I cannot be allowed the services of a shipwright as a draughtsman to take "necessary measurements," &c. I therefore beg you will excuse a report which cannot be as full as I could have wished it to have been.

2. To take the questions in your memorandum before alluded to *seriatim*,—

(1.) I believe no unusual "difficulties" of any kind would be found in docking a ship in a dock at the North-West Basin.

(2.) The smaller dock already existing at this yard would, perhaps, be generally preferred for merchant shipping to a dock large enough for the deepest and largest ship in the Royal Navy.

(3.) If the merchants were likely (and whether they are or not I am not aware) to construct shops for the repair of their ships and engines, they certainly, I consider, would not be likely to produce a plant suitable for repairing armour-plated ships on their coming out of a severe engagement.

(4.) I am not aware of any merchant ships trading or running in the Mediterranean which could not be docked in this yard now; and were a dock formed at the proposed North-West Basin, I see no reason for supposing it would be preferred to the one at this yard for such merchant steamers as those running from Liverpool and Southampton, &c.

(5.) A dock in the French Creek would be little nearer to the yard than one at the North-West Basin, unless an approach by tunnel were made to it. No additional workshops would be required if a tunnel were made, if the dock in the French Creek were only for the purpose of docking ships to clean their bottoms, &c., in time of peace; but if the dock were intended to meet all the wants which I consider would be required in time of war, a large plant would be necessary around it.

3. My experience here extends now over two winters and one summer, and during that period, and speaking from a long series of years of observations of these things, I consider that not more than five or six days have passed on which ships could not have been taken into

into a dock in almost any part of the harbour. Here there are no tides, and not often much wind, to contend with, as in England, and indeed the transportation of people or weights by water is almost always easy.

4. I beg to refer to my report, by letter, of the 29th September last, accompanied by a drawing regarding this yard, and showing the very limited area unoccupied, and to report that no provision exists here for repairing iron and armour-plated ships, and that the space available for a plant is really very small; it would therefore, I consider, be necessary to establish a plant for repairing armour-plated ships alongside of or near the new dock wherever it may be formed.

5. If a time of war is to be gradually, or otherwise, prepared for, in having all the means at Malta for repairing an armour-plated fleet, I do not consider it very essential in carrying out other plans to give much force to the position of this yard; because, as I have before said, this yard is so circumscribed in every way as to be almost incapable of being much expanded.

6. No doubt, at a great cost, a new dock or docks, and the necessary wharves, sufficient in all respects to meet the probable future wants of the Government in times of war, might be designed and constructed in the French Creek, and any fraction of such a large design might be carried out at an early date, or as soon as the work could be undertaken in the creek.

7. I would beg to refer to my "additional remarks," dated 20th May last, on the Deputy Director of Works' letter of the 14th May last, and to add that a dock at the North West Basin might, I submit, be made a part of a plan embracing two or three docks there, and the formation of every facility for repairing a fleet in times of war if such a large design be contemplated; and if no such design be contemplated, no difficulty would be often experienced in the water-transport (*vide* paragraph 3) of any weights which might be required to be conveyed to or from this yard.

8. I would beg to add that, if there were no objections, it would appear advisable, in the event of but one dock being formed at the North West Basin, that that dock should be on the flat ground on the west side of the basin, instead of being nearly surrounded by vertical rock (*vide* paragraph 4 of my "additional remarks" dated 20th May 1863, before adverted to); and the entrance of the basin, now that the basin is to be 30 feet deep over its entire area, I submit, should be as described by the drawing which accompanied the "additional remarks" above mentioned.

9. Lastly, were the dock formed at the North West Basin, the sides of a 30-feet deep basin would furnish ample and valuable wharves for large ships to lie alongside of—a highly important point in effecting repairs.

To the Admiral Superintendent.

I have, &c.
(signed) J. B. Robinson,
Master Shipwright.

REPORT of Mr. B. Pidcock, Naval Storekeeper.

Her Majesty's Dockyard, Malta,
8 March 1864.

Sir,

In compliance with your request of the 4th inst., I beg leave to offer a few remarks relative to the advantages or disadvantages anticipated by constructing a dock at the head of the French Creek, or a dock at the Marsa.

A dock in the French Creek would possess the advantage of proximity to the Dockyard; and if the communication by tunnel or cutting be made at the site proposed, the dock would be very conveniently situated as regards the factory, the sawmills, and the storehouses generally. The cutting or tunnel would be 100 yards at one place, or about 140 at the other. It would be desirable, perhaps necessary, to erect small sheds for deposit of tools and other stores near a dock in the French Creek, but absolutely necessary to construct extensive workshops and storehouses near a dock at the Marsa, and additional subordinate officers would therefore be required.

Possibly, English and Maltese merchants or other capitalists would speculate in building factories and workshops near such a dock; but with all the good prospect for many years past, the only attempt made is that of "Turner," late "Kirkwood and Turner," who, during their works for steamvessels generally, apply to the Dockyard for various articles of store.

The distance between the Dockyard and the Marsa would entail considerable inconvenience, delay, and expense in the conveyance of workmen and stores.

As regards the depth of water necessary to be maintained around and near the entrance of the basin leading to the proposed dock at the Marsa, the heavy falls of rain in this island may be expected to bring from the country a vast amount of mud into that part of the harbour, in addition to the ordinary accumulation of deposit in that locality.

Not

Not being a professional officer, my opinion may be of very little value, and I must admit that the few remarks I have ventured to make are based chiefly on my 10 years residence here as naval storekeeper, and the ideas which have from time to time occurred to me.

Admiral Superintendent Horatio T. Austin, C.B.,
&c. &c. &c.

I have, &c.
B. Pidcock,
Naval Storekeeper.

REPORT of Mr. T. Hamshaw, Superintending Engineer.

Sir,

Superintending Engineer's Office,
8 March 1864.

1. IN accordance with your memorandum of the 4th instant, calling upon the officers (each in his own department) to state their opinion with reference to the proposition of a first class dock; whether the Marsa or the French Creek offers the best site for such a dock; I have the honour to submit the following observations for your consideration.

2. From whatever point of view a dock at the Marsa is contemplated, as an adjunct to this dockyard, the same phase presents itself; namely, expense, delay, and inconvenience in working it; and a dock so situated will necessarily require factory workshops, and machinery of considerable magnitude near it, to make it in any way practicable for the repair of the heavy machinery of the iron-clad ships which will be principally docked there; and these workshops will be distant from the factory more than $1\frac{1}{2}$ miles by water.

3. It seems to be understood, and rightly so, that a complete factory will be necessary in close proximity with the Marsa Dock; and an impression is entertained that private factories will spring up around it, and that they will be available for the navy.

4. A long experience in Malta obliges me to dissent from this view of the case; and if the Imperial Government is led to place any value upon such a contingent, it will be doomed to disappointment. Messrs. Kirkwood and Turner, engineers, commenced a factory about ten years ago under the most favourable circumstances; Sir William Reid, the then Governor of Malta, gave them a site to build a factory on in the best and most central position in this port; still they have not succeeded to get up a factory that is capable of undertaking more than trifling repairs. They frequently apply to this factory to assist them in work that is really trifling, but which nevertheless is beyond their means.

(A first class Dock in the French Creek.)

5. Scarcely one of the above objections would apply to a dock in the French Creek, if a communication were opened by a tunnel of about 100 yards long, from the dockyard to that creek; the dock would then be only an easy ten minutes walk from this factory; and the tunnel, centralizing that creek with the dockyard, the navy would have the means of increasing its establishments to a very great extent, as the shore round that creek will be naval property.

6. I cannot conceive that any factory workshops would be required in the French Creek, the dock being only about ten minutes walk from the factory.

Rear Admiral Horatio T. Austin, C.B.,
Superintendent, &c.

I have, &c.
Thomas Hamshaw,
Superintending Engineer.

LETTER from Vice-Admiral Smart to the Secretary of the Admiralty.

Proposed Dock at the Marsa.

Sir,

Marlborough, at Malta, 15 March 1864.

IN compliance with the directions contained in your letter of the 25th ultimo, No. 106 E., I have the honour to report, for the information of the Lords Commissioners of the Admiralty, as follows:—

1st. As to the convenience or difficulties which may be expected in docking vessels in the proposed dock at the north-west basin, having reference to the space, the prevailing winds, the obstructions caused by merchant vessels, or other local causes:

I do not anticipate any difficulty in docking a vessel in the dock at the north-west basin, the necessary precautions being first taken to remove all merchant vessels in the way of the operation. Such being done, and a first-class steamer of war

once in the basin, there is space sufficient, and but little inconvenience to be expected from the prevailing winds, unless it is blowing hard.

The removal of a steam ship of the Minotaur class, with great draught of water from the man-of-war's anchorage through the mercantile waters to the entrance of the north-west basin would form the delicate part of the operation of docking during an easterly wind.

Owing to the shallowness of the water great care would be necessary in placing the anchors of the merchant vessels well clear of the passage, as well as in arranging the moorings of the transporting buoys, so as to reduce, as much as possible, the chance of accidents from a heavy ship in motion striking upon them.

I do not apprehend any great difficulty arising from natural causes, as there is no stream of tide to contend with, and always water sufficient for a ship to enter the basin when any quiet moment may be taken advantage of, when from the state of the wind it is considered prudent to move a ship.

These remarks infer that the north-west basin, and the approach thereto, are deepened sufficiently for vessels of a large draft, and that warping buoys are placed in the most suitable position both in entering the basin and the channel.

2d. As to the probability of private establishments and factories springing up in the neighbourhood if such a dock was formed, and what first class merchant steamers would probably make use of the dock :—

I am of opinion that, if the necessity arose, private establishments would spring up proportionate to the wants of the public.

These establishments might be of some use to the Navy in extreme cases.

The number of vessels requiring to be docked at Malta has much increased during the last three years, and although the dock in the Dockyard Creek is sufficient for the present demand, and suits the merchant vessels using it infinitely better than the dock at the Marsa will do, from its great size and consequent expense ; yet it may be fairly inferred, that when it is generally known that dock accommodation exists at Malta, the demand may increase.

3d. As to the advantages and disadvantages which will attend the use of a dock if formed in the French Creek, and whether another factory will be required ; and what additional establishments will be necessary for the use of the dock in that creek, and how far such establishments could be dispensed with if a tunnel were cut between the Dockyard and French Creek :—

The difficulties of transporting ships for docking in the French Creek are less than at the Marsa, yet it admits of a doubt whether there are many days in the year when a ship could be moved to the French Creek when she could not be moved to the Marsa. The east wind throws a swell into the harbour, and is undoubtedly the worst wind ; but at the same time it must be borne in mind that the north-west and west winds blow with violence up the French Creek.

A canal, or what is better, a tunnel and canal, between the French and Dockyard Creeks, would do away with the necessity for much machinery, &c., being erected near a dock in the French Creek ; the only machinery actually necessary would appear to be an engine for pumping the dock out, and a small establishment capable of heating rivets, &c., and of doing any other light work so as to save the necessity of sending across to the dockyard.

I have, &c.

(signed) *Robert Smart,*
Vice-Admiral and Commander in Chief.

The Secretary of the Admiralty.

MALTA DOCK.

COPY of additional PAPERS and CORRESPONDENCE
connected with the MALTA DOCK.

(*Captain Talbot.*)

*Ordered, by The House of Commons, to be Printed,
5 April 1864.*

[*Price 2s. 6d.*]

144.

Under 8 oz.

571

MALTA NEW DOCK.

RETURN to an Order of the Honourable The House of Commons,
dated 18 April 1864 ;—for,

COPY “ of Enclosure, No. 2, of COLONIAL OFFICE LETTER to the Governor
of *Malta*, dated the 12th day of July 1860, printed in Parliamentary
Paper, No. 350, of Session 1863, referring to PURCHASE of PRIVATE
PROPERTY around the FRENCH CREEK.”

Admiralty, }
19 April 1864. }

C. H. PENNELL,
Chief Clerk.

Mr. *C. H. Pennell* to the Under Secretary of State, Colonial Office.

Sir,

Admiralty, 11 July 1860.

IN reply to your letter of 6th instant, and with reference to mine of this date, I am commanded by my Lords Commissioners of the Admiralty to acquaint you, for the information of the Duke of Newcastle, that they will authorise the ratification of the several contracts for the purchase of the several private properties around the French Creek, as shown in former correspondence, and including Mr. Busuttil's property, on the understanding that the whole of these properties are obtained for a sum not exceeding 60,000 *l*.

My Lords also wish it to be clearly understood, that if, in the more careful survey now about to be made by the contractors, unforeseen difficulties should arise which should prevent the improvements in the Harbour of Malta proposed to be carried out at the joint expense of the two Governments being undertaken, and the Imperial Government should be thereby debarred from the possession of the waters of the French Creek, the Naval Department will not be called upon to pay for the properties herein referred to, and that, on the other hand, whenever the main features of the new works are completed, the Imperial Government will be put in possession of that Creek, and the properties surrounding it.

The Under Secretary of State,
Colonial Office.

I am, &c.
(signed) *C. H. Pennell*,
Pro Secretary.

MALTA NEW DOCK.

COPY of Enclosure, No. 2, of COLONIAL OFFICE
LETTER to the Governor of *Malta*, dated 12
July 1860, printed in Parliamentary Paper,
No. 350, of Session 1863, referring to PUR-
CHASE of PRIVATE PROPERTY around the
FRENCH CREEK.

(*Captain Talbot.*)

Ordered, by The House of Commons, to be Printed,
20 April 1864.

571

MALTA DOCKYARD.

RETURN to an Order of the Honourable The House of Commons,
dated 31 May 1864 ;—for,

COPY “ of additional CORRESPONDENCE respecting MALTA DOCKYARD.”

Admiralty, }
2 June 1864. }

C. H. PENNELL,
Chief Clerk.

LETTER from Mr. *W. G. Romaine* to the Under Secretary of State, Colonial Office.

Sir,

Admiralty, 12 May 1864.

I AM commanded by my Lords Commissioners of the Admiralty to transmit for the information of the Secretary of State for the Colonies, a copy of the additional papers and correspondence connected with “ Malta Dock.”

My Lords desire me to call attention to the Report of Mr. M'Clean, and I am to request that Mr. Cardwell will cause a letter to be written to the Governor of Malta, drawing his notice to the paragraph marked at page 19 of the Parliamentary Papers.

My Lords are prepared to give any guarantee in their power, subject to the decision of the House of Commons, that all the works in the Marsa will be faithfully carried out, as already agreed upon between the Imperial and Colonial Governments.

Their Lordships will be glad to be informed whether the Colonial Government will consent to the appropriation of the necessary space (marked on the plan B. pale pink and dark pink), and the commencement of works in French Creek for the purpose of a graving dock and wharf, previous to the completion of the works of the Marsa; also, whether the removal of the boat and ship building wharves would be simply a matter for compensation, and if they could be removed at a fair price, and whether by consent of the parties, or by any compulsory powers vested in the Imperial or Colonial Government. My Lords would further desire to be informed whether the occupation of this portion of the Creek for the above purpose, and the necessary user of the anchorage in the Creek during the construction of the dock and wharves, would injuriously interfere with the use of the Creek by the merchant shipping, so as to give rise to complaints or demands for compensation.

If the consent of the Colonial Government is obtained, my Lords would be glad to be informed at what date they could commence operations, and they instruct me to request that an early reply may be made to this communication.

The Under Secretary of State,
Colonial Office.

I am, &c.
(signed) *W. G. Romaine.*

LETTER from Mr. *T. F. Elliot* to the Secretary to the Admiralty.

Sir,

Downing-street, 28 May 1864.

WITH reference to your letter of the 12th instant, I am directed by Mr. Secretary Cardwell to transmit to you, in order to be laid before the Lords Commissioners of the Admiralty, the copy of a despatch from the Governor of Malta, containing some further remarks and information on the Malta Dock.

The Secretary to the Admiralty,
&c. &c. &c.

I am, &c.
(signed) *T. F. Elliot.*

P. S.—I enclose the copy of a further despatch from the Governor on the same subject.

(No. 38.)

DESPATCH from Governor Sir *J. G. Le Marchant* to the Right Honourable *E. Cardwell*, M.P.

Sir,

Palace, Valetta, 23 May 1864.

I HAVE just had the honour to receive your Despatch, No. 414, of the 18th instant, covering a copy of a letter from Mr. W. G. Romaine to the Under Secretary of State for the Colonies, by which the Lords Commissioners of the Admiralty require information on several questions therein mentioned, in connection with the occupation of a portion of the French Creek for the purpose of a graving-dock and wharf on Mr. M'Clean's plan B.; and as I had the honour to forward to you by the last mail a Despatch, No. 32, of the 14th instant, which I believe contains the information desired by their Lordships, I beg to refer to that Despatch, and to add that I should be happy to submit any further explanation that they may require.

The Right Hon.
Edward Cardwell, M.P.,
&c. &c. &c.

I have, &c.
(signed) *J. G. Le Marchant*,
Lieut.-General and Governor.

(Malta, No. 32.)

DESPATCH from Governor Sir *J. G. Le Marchant* to the Right Honourable *E. Cardwell*, M.P.

Sir,

Palace, Valetta, 14 May 1864.

I AM anxious to avail myself of this opportunity to correct an erroneous impression which I am apprehensive some of the statements made during the recent debate in Parliament, on the proposed new Malta Dock, were calculated to create, viz.:—

That I, favouring the construction of one dock in preference to the other, wished to press unnecessarily the fulfilment of the pledge, "that no part of the French Creek should be made over to the Admiralty until the new Marsa Works were completed."

2. Apart from the ineligibility of the top of the French Creek for a graving dock, for the naval reasons stated by Mr. M'Clean and Admiral Austin, and in regard to the former gentleman's beautiful scheme for a dock and wharf in the body of the creek, it is enough to look at that plan to see that for the execution of those works more than half the width of the creek must be taken in.

And the accompanying letter from Captain Hoseason, R.N., will show that along the site to be so appropriated as many as three tiers of vessels are often moored in winter, that all the "commercial repairing, and careening yards" are

are on its margin, and that nearly the whole of the floating craft of the harbour concentrates in the French Creek at night for safety.

3. That it is impracticable to carry out the proposed new works without ejecting these vessels as well as the trade, and that there is no other locality throughout the harbour, where either the one or the other can find protection and safety until the new Marsa New Works Extension, specially to be provided for the purpose, is ready for their reception.

4. Thus it is clear that the immediate commencement of a dock in the French Creek would not only be a direct infringement of a formal agreement, but could not fail to sacrifice the repairing and careening trade of Malta by suspending its operations for three years, thus driving foreign shipping to other ports in the Mediterranean or Adriatic, and to recover which, when the Marsa Works are completed, would be in vain to hope, if Malta Harbour should once lose its reputation for facilities for repairing ships.

5. It was for these considerations that the merchants principally interested in this trade, before I submitted to the Council the resolutions for the extension of the harbour, insisted upon the necessity of suffering no encroachment on the French Creek before the completion of the Marsa works, and indeed led to the insertion of that guarantee in the Resolution of May 1859, which formed the basis of the arrangement in obtaining their consent to the relinquishment of the French Creek.

6. If now, in the opinion of Her Majesty's Government, these are interests that must give way, I can only assure you that having in the fulfilment of my duty brought them under your notice as Secretary of State for the Colonies, no one will be more ready than myself to make every effort to meet and overcome the difficulties and claims that must inevitably arise from the immediate commencement of works anywhere in the French Creek.

7. The permanent conviction I personally entertain is the necessity for Imperial interests of immediate additional dock accommodation at Malta somewhere, and any opinion I have expressed in favour of the Marsa Dock has been on the same grounds that, while I believe it will be the most efficient for the Navy, in many respects it would also reconcile other important interests.

8. These interests I have now done my best to protect, by pointing out to Her Majesty's Government the necessity, in my opinion, of adhering to the reasonable promises which formed the basis of the first arrangement, and a departure from the integrity of which would necessarily create a feeling of distrust among a people who confide so implicitly in the honour and generosity of the Imperial Government.

9. But having so far performed what I believe to be my duty as the Governor of this Colony, I am prepared to cordially carry out with equal cheerfulness, energy, and, to the best of my power, any other decision the Government may come to.

10. It may not be irrelevant to this subject if I state, for your information, that yesterday, in the course of conversation with Vice Admiral Smart, Commander in Chief of the Mediterranean Fleet, and Admiral Austin, Admiral Superintendent of the Dockyard, when discussing the subjects at issue, together with the reports and correspondence recently published, both of these officers, in the most unqualified manner, distinctly said that in their opinion they did not see how it was possible that the Imperial Government could break faith with the Maltese in claiming the right to build at once a dock within the French Creek waters, for were they to do so, they must thereby eject the commercial shipping, and in their opinion there was no other part of the great harbour into which they could be received with safety until the new Marsa Extension was ready.

Opinions so deliberately expressed from such distinguished officers, I think cannot fail, should a renewal of the debate take place, to carry great weight and consideration in a final decision on this important question; and moreover to clearly absolve me from the imputation which is sought to be brought against

me, of desiring to press this question more for the purpose of gratifying a "crotchet," than for promoting the real interests of the Crown.

I have, &c.

(signed) *J. Gaspard Le Marchant*,
Lieutenant General and Governor.

P.S.—This Despatch has been submitted to the Vice Admiral Commander in Chief for perusal, and I am authorised to state to you that he fully concurs in it.

(signed) *J. Gaspard Le Marchant*.

The Right Hon. E. Cardwell, M.P.,
&c. &c. &c.

(No. 354.)

LETTER from Captain *Hoseason* to the Hon. Sir *Victor Houlton*.

Port Department, Valetta,
14 May 1864.

Sir,

IN reply to your letter of the 13th instant, No. 11,555, transmitting a plan of a dock and wharves proposed to be constructed on the south-west side of the French Creek for the service of the Imperial Government, and calling on me to report to you for the information of his Excellency the Governor in what manner that portion of the French Creek, marked in red in the plan, is occupied, and what inconvenience, if any, will the commercial shipping and general traffic sustain in the event that permission be granted to commence at once the contemplated works. I have the honour to state that that portion of the Creek marked in red, is occupied as follows:—

The space marked A to B, is used as a hauling up slip for small craft shore boats, and partly as a ship-building yard, with workshops and other necessary accommodation for the purposes of ship-building; and from C to D with coal stores, workshops, ship-building slips, careening and repairing wharves, belonging to the largest ship-building firms in the island. The whole, in fact, is occupied by timber, spars, sheds, workshops, pontoons in progress of construction, and other evidences of commercial enterprise, and the locality may be considered as the mercantile dockyard for the vessels frequenting this port, and the business portion of the harbour. The waters along these wharves are frequented by ships of every tonnage undergoing repairs, careening or laid up, and pontoons and other commercial craft closely packed with goods, &c., from ships under repair, are during the greater portion of the year allowed to moor alongside the several moles. The average number of vessels which generally occupy this line of wharf, may be calculated at about 50 to 60, although at present there is a smaller number.

Considering what I have stated, and the utter impossibility of obtaining at this moment another locality suitable for repairs and careening; it is my opinion that great inconvenience to the shipping and general traffic will inevitably follow, and on notice to the present occupants being given to quit their premises, and orders issued to prevent vessels and port craft, from taking up their secure berths along the moles in question, then serious embarrassments will commence.

The only length of the Mole which is available for ships is that from the Old Pratique Office to the Marsa, but this side of the harbour is an unsafe anchorage during the winter season, as it is exposed to the north-east, or gregale winds; vessels, therefore, cannot be allowed to take up berths close to each other, as they must be prepared at any moment to swing to their anchors to avoid the consequent dangers of collisions.

This port in winter, especially, is a port of refuge for the shipping of all nations, during that season the French Creek is constantly crowded, having sometimes three tiers of vessels; these generally avail themselves of the facilities it affords for repairs, averages, &c., and if these accommodations are disturbed, or curtailed, great commercial disadvantages may be expected to arise, and these circumstances are, in my humble opinion most important, as they will affect vital interests.

As the movements in this port are very considerable it will be better appreciated if shown with precision. I beg, therefore, to enclose for his Excellency's information statistics from the records of this office, to bear out the importance of the subject of this letter.

From Buciba up to the head of the French Creek there were, on the 12th instant, upwards of 600 boats of different kinds, and 130 pontoons, averaging 40 tons each.

In conclusion, I beg to remark on the construction of these works, it is not simply the loss of wharfage, and space of vessels, which is to be considered, but also the effect which
the

PROPOSED NEW DOCK AT MALTA.

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the continual traffic of lighters conveying stones, the removal of mud, and the plant required for driving piles, &c., would have on the mercantile operations in the French Creek.

The Honourable
Sir Victor Houlton, K. C. M. Y.,
Chief Secretary to Government,
&c. &c. &c.

I have, &c.
(signed) W. Hoseason,
Superintendent of the Ports.

NUMERICAL RETURN of Ships, Vessels, and other Craft of different Tonnage, as also of pontoons, Passage-Boats, &c., belonging to Malta, viz. :—

Ships, vessels, &c.	-	-	-	-	-	-	-	No.	160
Pontoons	-	-	-	-	-	-	-	„	211
Passage-boats	-	-	-	-	-	-	-	„	1,134
Fishing-boats	-	-	-	-	-	-	-	„	437
Ballast-boats	-	-	-	-	-	-	-	„	71
Cargo-boats	-	-	-	-	-	-	-	„	28
Other small boats	-	-	-	-	-	-	-	„	244

Total number of vessels entered the Port of Malta, in the year 1863, No. 3,488.

Port Department, Valetta,
14 May 1864.

(signed) W. Hoseason,
Superintendent of the Ports.

MALTA DOCKYARD.

COPY of additional CORRESPONDENCE respecting
MALTA DOCKYARD.

(*Lord Clarence Paget.*)

Ordered, by The House of Commons, to be Printed,
3 June 1864.

MALTA NEW DOCK.

RETURN to an Address of the Honourable The House of Commons,
dated 21 June 1864;—for,

“COPY of a LETTER dated the 31st day of May 1864, from Four of the Elected Members in Council of *Malta*, to the Secretary of State for the Colonies, having reference to the proposed NEW DOCK at *Malta*.”

Colonial Office, }
24th June 1864. }

FREDERIC ROGERS.

Sir,

Valetta, 31 May 1864.

AMONG the papers recently published by order of the House of Commons, relative to the construction of a dock at the north-west basin of the Valetta Harbour, is a letter from Admiral Smart, which says, “that in docking vessels in the dock at the north-west basin, the necessary precautions must first be taken to remove all merchant vessels in the way of the operation.”

This must virtually amount to an impediment to merchant vessels to anchor in the vicinity of the north-west basin.

We beg to call your attention to the fact, that should this be the case, the construction of the dock at the north-west basin would infringe the Resolution of the Council of Government of May 1859, which was accepted by the Imperial Government as the basis of the joint action of the Imperial and the Local Governments in the execution of the Harbour Extension scheme.

By that Resolution the limits of the mercantile waters were established by drawing a line from the powder magazine to the advanced Marina Gate.

By another Resolution of the Council of the 9th May 1862, the Council agreed to a dock being constructed by the Admiralty within the north-west basin, which forms part of, and is within the limits of the mercantile waters, but it was never stated or understood that the merchant shipping inside or outside the basin would be interfered with.

On the contrary, in that Resolution is stated the nature of the requirements on the part of the Admiralty, as to the mercantile waters in the vicinity of the basin, and they were then limited solely to a floating workshop; the right of removing merchant shipping from their anchorage was never contemplated.

For that portion of the mercantile waters Malta contributes a large sum, besides another considerable sum towards the construction of the dock, which, by all accounts is now admitted to be of very little use to commerce.

We have not the slightest wish to interfere with Imperial arrangements, but it is our duty to draw your attention to Admiral Smart's letter, in order that you may prevent a misunderstanding with the Admiralty or a future infringement of the Resolution of the Council of Government of the 25th May 1859.

The Right Hon. E. Cardwell, M.P.
Secretary of State for the Colonies,
&c. &c. &c.

We have, &c.
(signed) *U. Sciortino.*
Fil. Pullicino.
Pasqle. Mifsud.
F. M. Torreggiani.

MALTA NEW DOCK.

COPY of LETTER, dated 31 May 1864, from Four of the Elected Members in Council of *Malta*, to the Secretary of State for the Colonies, having reference to the proposed New Dock at *Malta*.

(*Captain Tulbot.*)

*Ordered, by The House of Commons, to be Printed,
27 June 1864.*

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M A L T A D O C K.

RETURN to an Address of the Honourable The House of Commons,
dated 28 June 1864 ;—for,

COPY “ of a LETTER dated the 10th day of June 1864, from the Chamber of Commerce of *Malta* to the Maltese Government, in reference to the Abandonment of the Construction of the Contemplated Dock at the *Marsa*, on account of the serious Inconvenience it will cause to the Mercantile Marine.”

Colonial Office, }
29 June 1864. }

FREDERIC ROGERS.

(No. 47.)

COPY of a DESPATCH from Governor Sir *J. Gaspard Le Marchant* to the Right Honourable *Edward Cardwell*, M.P., &c. &c.

Governor Sir
Gaspard Le
Marchant to the
Right Hon
Edward Cardwell,
M.P.
13 June 1864.

Sir,

Palace, Valletta, 13 June 1864.

AT the request of the Chamber of Commerce, I have the honour to forward the enclosed translation of a letter received from that body on the 10th instant, calling attention to the official papers lately published by Order of the House of Commons, in connection with the proposed Dock at the *Marsa*, together with a statement of the views they deduce from certain portions of the correspondence which they have quoted.

Upon this subject I think I need not do more, on the present occasion, than to bring to your notice that it appears that the Chamber have overlooked the fact that a copy of the Resolution passed by the Council on the 9th May 1862, in connection with this Dock, forms one of the papers published.

I have, &c.

(signed) *J. Gaspard Le Marchant*,
Lieut. General and Governor.

Enclosure.

(Translation.)

Chamber of Commerce, La Valletta,
10 June 1864.

Enclosure.

Sir,

By a Letter from the Assistant to the Chief Secretary to Government, dated 29th April 1862, the Chamber of Commerce was informed that a repairing or graving Dock was proposed to be constructed in the vicinity of the Turkish Cemetery, and that the Dock was intended to increase the accommodation for merchant shipping, as it would have been available for merchant vessels when not required for Her Majesty's ships.

By a letter dated 6th May 1862, the Chamber admitted the utility of the proposed work ; but at the same time the Chamber did not fail to express a hope that the formation of this Dock would not have the effect of compromising other mercantile interests of this country, and of limiting the extent of the mercantile waters as definitively assigned in the original scheme of the Harbour Extension. Three days after the Chamber, having been informed, through the local papers, of the conditions imposed upon the Island for the construction of the Dock in question, expressed an opinion that the proposed establishment of a floating workshop would be an occupation of the mercantile waters, and one of the restrictions referred to in the above-quoted letter of the 6th of May.

That which the Chamber desired then to be prevented, seems unfortunately to be about to take place, and to a far greater extent than it was at the time apprehended.

It appears, from the official papers lately published by order of the House of Commons, that the Royal Navy, in order to make use of the Dock, will require that the adjoining basin, the approaches thereto, and the passage leading to the Dock from the anchorage of ships of war, should be cleared of merchant vessels, and this independently of the occupation of the adjoining ground originally intended for the use of trade, to construct thereon factories and magazines for the use of the Naval Department.

The Chamber thinks it unnecessary to quote one by one the passages in the several documents, which show the unanimous opinion of the naval officers who have been consulted by the Admiralty on this subject; the Chamber begs to refer the following passages only, as the most important: Mr. Allen, Master-attendant, in his report of the 8th of March 1864, after having pointed out the difficulties in getting a large ship of war to the entrance of the North-west Basin, and in docking her in the proposed Dock at the Marsa, adds, "Whenever it becomes necessary to dock a large ship, say the 'Northumberland,' of upwards of 400 feet length, a number of vessels may have to be withdrawn from the basin."

Vice Admiral Smart, in his letter of the 15th of March 1864, to the Secretary of the Admiralty, is no less explicit. He states, "I do not anticipate any difficulty in docking a vessel in the Dock at the North-west Basin, the necessary precautions being first taken to remove all merchant vessels in the way of the operation."

Mr. Pidcock, in his report of the 8th March 1864, in stating the advantages and disadvantages of a dock in the French Creek, and of the proposed Dock at the Marsa, says, "It would be desirable, perhaps necessary, to erect small sheds for deposit of tools and other stores, near a Dock in the French Creek, but absolutely necessary to construct extensive workshops and storehouses near a Dock at the Marsa."

These extracts are sufficient to show that the naval officers, whose authority is of considerable weight, they having been consulted on the subject by the Admiralty, agree that in order to enable the Royal Navy to have a passage to the proposed Dock at the Marsa, the merchant vessels must be withdrawn from the basin and from the waters leading to the same.

If the result should be in accordance with the opinions expressed, (and it cannot be otherwise), it is obvious that the doubts entertained by the Chamber of Commerce since the year 1862, will become real facts which will prove extremely prejudicial to the mercantile interests.

The great limitation of the waters destined for merchant shipping will not be compensated by the conditional power of making use of the Dock, and consequently the advantages which the mercantile body had expected to derive from the proposed Dock are only imaginary.

Having thus far premised, the Chamber feels bound to submit to His Excellency the Governor, that if the merchant shipping should be subjected to such measures as have been declared to be indispensable, to enable the Royal Navy to make use of the Dock, immense injury would be caused to the local trade. These declarations alone are sufficient to remove the merchant shipping from the basin and adjoining waters, because no ship-owner will allow his vessel to be moored in the waters adjoining the Dock, knowing that she must be removed therefrom on a mere intimation given by the Naval Authorities, or that she might be subject to frequent collisions. And thus the original project of the Harbour Extension will, as far as regards an important part of it, be virtually defeated.

The Chamber trusts that His Excellency the Governor, fully considering the opinions expressed by the Naval Authorities, which could not be foreseen when this work was proposed in 1862, will take the necessary steps for obtaining from Her Majesty's Government the abandonment of the contemplated Dock at the Marsa, looking at the great inconveniences to which merchant shipping will be subjected after its exclusion from the French Creek.

The Chamber begs further to request that His Excellence will, by an early opportunity, forward a copy of this letter to the Secretary of State for the Colonies, in order that the authorities, whose province it is to decide this very important question, may know the views of the mercantile body of Malta.

To the Hon. Sir Victor Houlton, K.C. M.G.
Chief Secretary to Government,
&c. &c. &c.

I have, &c.
(signed) *Giov. Sciortino*,
Secretary.

MALTA DOCK.

COPY of a LETTER dated 10 June 1864, from the Chamber of Commerce of *Malta* to the Maltese Government, in reference to the Abandonment of the Construction of the Contemplated Dock at the *Marsa*, on account of the serious Inconvenience it will cause to the Mercantile Marine.

(*Captain Talbot.*)

*Ordered, by The House of Commons, to be Printed,
30 June 1864.*

NAVY (MASTERS, &c.)—NAVY (OFFICERS).

RETURN to Two Orders of the Honourable The House of Commons,
dated 3 and 21 June 1864 ;—for,

(ORDER, 3 June 1864.)

RETURNS “ of the Names of all Masters, Assistant Masters, and Staff Commanders,
who have been Honourably Mentioned in Despatches from Commanding Officers, for
Services rendered before the Enemy, from 1853 to 1863 : ”

“ And, of the Names of all Masters Promoted for Distinguished Services, from 1853 to
1863.”

(ORDER, 21 June 1864.)

RETURN “ of the Number of Officers at present serving in the Navy, who entered the
Navy as Master-Assistants and Second Masters, between the 1st day of January 1853,
and the 31st day of January 1863 ; and how many of those who entered between the
above Dates, that have attained the Rank of Master and Staff Commander.”

Admiralty, }
27 June 1864. }

C. H. PENNELL,
Chief Clerk.

(*Sir Lawrence Palk,*

Ordered, by The House of Commons, to be Printed,
28 June 1864.

NAVY (MASTERS, &c.)

RETURN of the NAMES of all STAFF COMMANDERS, MASTERS, and SECOND MASTERS, who have been honourably mentioned in Despatches from Commanding Officers, for Services rendered before the Enemy, between 1 January 1853, and 31 December 1863; and of the NAMES of all MASTERS Promoted for Distinguished Services to the Rank of Lieutenant or Commander, between the same Dates.

NAME.	Rank.	Date of Mention.	REMARKS.
Adlam, William H. - - -	2d Master -	28 Feb. 1863	Destruction of Town of Epé, and navigating up and down Niger.
Albert, Christopher - - -	Master -	3 June - 1855	Operations in Sea of Azov.
Aldrich, William G. - - -	Ditto -	30 July 1855	Ditto - - ditto.
Allen, Robert C. - - -	Ditto -	18 Sept. 1854	Capture of Bomarsund
Ditto - - - -	Ditto -	22 July 1854	Survey of Baro Sund.
Ditto - - - -	Ditto -	Sept. 1854	Survey of Led Sund; since appointed Master Attendant.
Arguinibau, Narcissus G. - -	2d Master -	22 Oct. - 1854	Naval Attack on Sevastopol; promoted to Master.
Ball, Edward C. - - -	Ditto -	Ditto -	Ditto - - ditto - - ditto.
Ball, John J. - - -	Master -	22 July 1854	Survey of Baro Sund.
Ditto - - - -	Ditto -	16 Aug. 1854	Capture of Bomarsund.
Ditto - - - -	Ditto -	Sept. 1854	Survey of Led Sund.
Bicknell, William C. - - -	2d Master -	July 1859	Attack on Peiho Forts; promoted to Master.
Biddlecombe, George - - -	Master -	22 July 1854	Survey of Baro Sund.
Ditto - - - -	Ditto -	Sept. 1854	Survey of Led Sund; since appointed Assistant Master Attendant.
Blakey, George H. - - -	Ditto -	22 July 1854	Survey of Baro Sund.
Ditto - - - -	Ditto -	Sept. 1854	Survey of Led Sund.
Bodie, James - - - -	Ditto -	22 July 1854	Survey of Baro Sund.
Ditto - - - -	Ditto -	Sept. 1854	Survey of Led Sund.
Boxer, Alexander T. - - -	2d Master -	13 Oct. - 1854	Bringing out an Austrian Hay Ship from under batteries; promoted to Master.
Bradley, William H. - - -	Ditto -	22 July 1854	Survey of Baro Sund.
Bradshaw, Manser - - -	Master -	7 June - 1853	Destruction of Town of Subajee, Coast of Africa; since appointed to Greenwich Hospital.
Brooker, Edward W. - - -	Ditto -	18 Oct. - 1855	Capture of Kinburn.
Brown, John J. - - -	Ditto -	22 July 1854	Survey of Baro Sund.
Bull, John A. - - -	2d Master -	27 Aug. 1855	Attack on Brandon.
Burniston, Augustus J. - - -	Ditto -	27 Oct. 1858	Service against pirates, China.
Ditto - - - -	Ditto -	12 Jan. - 1859	Ditto - - ditto.
Ditto - - - -	Ditto -	25 Jan. - 1859	Severely wounded at attack on Peiho Forts; promoted to Master.
Carey, Edward A. - - -	2d Master -	11 June 1854	Destruction of batteries at Sulina Mouth of Danube; promoted to Master.
Chapple, John E. - - -	Ditto -	18 Feb. - 1858	Operations in River Searcies, Africa; promoted to Master.
Clements, John P. C. - - -	Master -	10 Sept. 1858	Services against Chinese pirates.
Cleveland, Robert L. - - -	Ditto -	22 Oct. - 1854	Naval attack on Sevastopol.
Craigie, David - - -	Ditto -	Ditto -	Naval attack on Sevastopol; appointed Master Attendant.
Dathan, Joseph G. - - -	Ditto -	3 June - 1862	Services against rebels, near Shanghai.
Dillon, John P. - - -	Ditto -	12 Dec. 1862	Suppressing negro insurrection at St. Vincent.
Dominy, George H. - - -	2d Master -	13 Jan. - 1858	Capture of Canton.
Dyer, Richard C. - - -	Master -	5 July - 1858	Chinese War.
Ditto - - - -	Ditto -	9 Aug. - 1858	Ditto.
Ditto - - - -	Ditto -	23 Aug. 1858	Chinese war; capture of a mandarin boat of very superior force.
Ellis, Henry T. - - -	Ditto -	2 March 1857	Services against mandarin junk, and also pirates at Hong Kong.
Fawcner, William H. - - -	Ditto -	20 May 1858	Operations at the Peiho.
Forbes, Charles R. P. - - -	Ditto -	22 Oct. 1854	Naval attack on Sevastopol.
Fox, Cornelius - - -	Ditto -	11 Dec. 1855	Survey of Gulf of Tartary, and River Amoor.
Ditto - - - -	Ditto -	11 Feb. 1857	Action with mandarin junks.

NAME.	Rank.	Date of Mention.	REMARKS.
Gilpin, Robert - - -	2d Master -	16 May 1859	Services against pirates, China.
Ditto - - -	Master -	22 Aug. 1863	Wounded at Kagosima, Japan.
Going, Philip - - -	Ditto -	11 Feb. 1858	Operations up River Scarcies, Africa.
Goldsmith, Henry - - -	2d Master -	24 Sept. 1855	Operations in Gulf of Bothnia; promoted to Master.
Harvey, John W. H. - - -	Master -	2 Nov. 1858	Services against Chinese pirates.
Hawes, Robert H. - - -	2d Master -	22 Aug. 1863	Kagosima, Japan.
Herbert, Nathaniel B. - - -	Ditto -	2 June 1855	Operations in Sea of Azov.
Ditto - ditto - - -	Ditto -	3 June 1855	Ditto - ditto.
Hill, James S. - - -	Master -	25 Dec. 1857	Capture of Canton.
Hills, Edward H. - - -	2d Master -	22 July 1854	Survey of Baro Sund.
Hills, Graham H. - - -	Ditto -	Ditto -	Survey of Baro Sund; promoted to Master.
Holbrook, William S. - - -	Ditto -	11 Feb. 1858	Operations up River Scarcies, Africa.
Jackson, Robert - - -	Ditto -	5 July 1858	Service in China.
Jago, Daniel McD. - - -	Master -	18 June 1854	Service, Gulf of Bothnia.
James, Percy V. - - -	2d Master -	14 Nov. 1856	Capture of part of Canton.
Johnston, Charles G. - - -	Master -	Ditto -	Ascertaining at considerable risk practicability of breach in wall of Canton.
Jones, John - - -	2d Master -	1 June 1857	Capture of junks in Canton River.
Lawrence, James H. - - -	Ditto -	18 June 1854	Boat service, Gulf of Bothnia.
Ley, Henry J. - - -	Master -	21 Aug. 1858	Operations in China.
Ditto - - -	Ditto -	25 June 1859	Wounded at attack on Peiho Forts.
Llewellyn, Frederick R. G. - - -	2d Master -	19 Aug. 1855	Naval Brigade, Sevastopol.
Ditto - ditto - - -	Ditto -	22 Sept. 1855	Wounded at assault of Redan; promoted to Master.
Loane, Jabez - - -	Master -	17 Sept. 1855	Piloting Nile through Straits of Biorke, whilst cutting out Russian troop-ships.
Long, William - - -	2d Master -	18 June 1854	Boat service, Gulf of Bothnia.
Ditto - - -	Ditto -	11 Feb. 1858	Operations up River Scarcies, Africa.
Ditto - - -	Master -	22 Aug. 1863	Kagosima, Japan.
Mainprise, William T. - - -	Master -	22 Oct. 1854	Naval attack on Sevastopol, appointed Master Attendant.
Molloy, John - - -	2d Master -	25 May 1857	Capture of junks in Canton River.
Moore, David - - -	Ditto -	13 Aug. 1855	Bombardment of Sweaborg; promoted to Master.
Moriarty, Henry A. - - -	Master -	22 July 1855	Survey of Baro Sund.
Morice, George - - -	2d Master -	24 Aug. 1858	Services against Chinese pirates; promoted to Lieutenant.
Mugford, Augustus F. - - -	Ditto -	22 Oct. 1854	Naval attack on Sevastopol; promoted to Master.
Noddall, Cornelius T. A. - - -	Master -	Ditto -	Naval attack on Sevastopol; appointed Master Attendant.
Parker, William H. - - -	2d Master -	18 Oct. 1855	Operations in Sea of Azov.
Ditto - ditto - - -	Ditto -	6 Nov. 1855	Ditto - ditto; promoted to Master.
Ditto - ditto - - -	Master -	22 Aug. 1863	Kagosima, Japan.
Parkinson, Charles - - -	2d Master -	22 Oct. 1854	Wounded in naval attack on Sevastopol; promoted to Master.
Parks, Adolphe E. - - -	Ditto -	30 July 1855	Operations on Sea of Azov.
Parsons, John - - -	Master -	12 Dec. 1862	Suppressing negro insurrection at St. Vincent.
Paul, Henry - - -	Ditto -	22 Oct. 1854	Wounded at naval attack on Sevastopol; appointed Assistant Master Attendant.
Pearce, Alfred F. - - -	2d Master -	29 Mar. 1859	Services against Chinese pirates.
Perry, George D. - - -	Ditto -	3 June 1855	Operations in sea of Azov.
Ditto - ditto - - -	Ditto -	27 Aug. 1855	Ditto - ditto.
Ditto - ditto - - -	Ditto -	6 Nov. 1855	Ditto - ditto; promoted to Master.
Phillips, John - - -	2d Master -	10 Sept. 1858	Services against Chinese pirates.
Ditto - - -	Ditto -	25 June 1859	Wounded at attack on Peiho Forts; promoted to master.
Piper, Frederick C. - - -	Master -	22 Aug. 1863	Kagosima, Japan.
Potter, Thomas - - -	Ditto -	18 Oct. 1855	Capture of Kinburn.
Prickett, Charles - - -	2d Master -	20 May 1858	Severely wounded at Peiho Forts; promoted to Master.
Raymond, George - - -	Master -	11 Nov. 1854	Service against Chinese pirates.
Ditto - - -	Ditto -	11 Dec. 1855	Survey of Gulf of Tartary and River Amoor.
Ditto - - -	Ditto -	1 June 1857	Pilot at attack on Chinese junks, Fatshan.
Ditto - - -	Ditto -	9 Feb. 1858	Service in Chinese wars.
Raynes, Henry G. - - -	Master -	22 July 1854	Survey of Baro Sund.
Rea, Frederick W. - - -	2d Master -	17 Sept. 1855	Boat service, cutting out Russian troop-ships at Biorke.

NAME.	Rank.	Date of Mention.	REMARKS.
Roberts, Robert W. - - -	Master - -	19 April 1855	Services in landing Army in Crimea, and towing Bellerophon into action on 17 October 1854; appointed Master Attendant.
Roberts, Valentine, G. - - -	Ditto - -	19 Sept. 1854	Attack of Petropauloski.
Rogers, John D. - - -	2d Master - -	8 Nov. 1854	Services against pirates, China.
Ditto - - -	Ditto - -	4 April 1855	Ditto ditto
Russell, Henry V. - - -	Ditto - -	1 June 1857	Attack on Chinese junks at Fatshan.
Sarratt, Henry D. - - -	Ditto - -	10 Nov. 1855	Gallantry at chase of a Russian armed brig at mouth of Amoor.
Scott, John - - -	Master - -	22 July 1854	Survey of Baro Sund.
Stokes, Richard - - -	Ditto - -	Ditto - -	Survey of Baro Sund; appointed Master Attendant.
Strong, William D. - - -	Ditto - -	5 July 1859	Attack on Peiho Forts.
Sturgess, Richard - - -	Ditto - -	5 Oct. 1854	Attack on Christiansborg, coast of Africa.
Swain, Edmund - - -	Ditto - -	May 1862	Capture of Ning-Po.
Swain, George B. F. - - -	Ditto - -	18 June 1854	Service in Gulf of Bothnia.
Ditto - - -	Ditto - -	15 Sept. 1854	Survey of Led Sund.
Ditto - - -	Ditto - -	18 Sept. 1854	Assisted at getting Penelope off a rock at Bomarsund.
Swainson, Henry G. - - -	2d Master - -	10 Sept. 1858	Destruction of pirates, China.
Taylor, Francis - - -	Ditto - -	15 Sept. 1854	Survey of Led Sund.
Thomas, Richard - - -	Master - -	9 Jan. 1855	Odessa, and Sevastopol.
Tilly, Thomas C. - - -	2d Master - -	3 June 1855	Operations in Sea of Azov.
Ditto - - -	Ditto - -	4 Nov. 1855	Ditto Ditto; promoted to Master.
Tucker, Edward J. H. - - -	Master - -	22 June 1854	Baltic.
Tully, John H. - - -	2d Master - -	14 Nov. 1856	Capture of part of Canton.
Webb, John T. C. - - -	Master - -	22 Aug. 1863	Kagosima, Japan.
Williams, George - - -	Ditto - -	1 Sept. 1854	Operations in White Sea.
Ditto - - -	Ditto - -	May 1855	Buoying Channel through straits of Yenikale.
Willshire, James D. - - -	2d Master - -	22 Oct. 1854	Naval attack on Sevastopol.
Wise, Edwin - - -	Ditto - -	19 Aug. 1855	Naval Brigade, Sevastopol; promoted to Master.
Worsfold, Walter H. - - -	Ditto - -	13 Jan. 1858	Capture of Canton.
Youel, Frederick B. - - -	Master - -	17 Sept. 1855	Boat attack on piratical junks, China.

Mr. Edward W. Brooker, Master, was promoted to rank of Lieutenant on 5 November 1855.

Mr. George Morice, Second Master, was promoted to rank of Lientenant on 11 January 1859.

Mr. William W. Anderson, Second Master, was also promoted to rank of Lieutenant on 15 April 1864.

Admiralty, }
13 June 1864. }

NAVY OFFICERS.

RETURN of the Number of Officers at present serving in the Navy, who entered the Navy as Masters Assistants, and Second Masters, between the 1st day of January 1853, and the 31st day of January 1863; and how many of those who entered between the above dates that have attained the rank of Master, and Staff Commander.

Number at present Serving	- - - - -	390
Number who have attained the rank of Master	- - - -	17
Number who have attained the rank of Staff Commander	- -	Nil.

Admiralty, }
27 June 1864. }

NAVY (MASTERS, &c.)—(NAVY OFFICERS).

RETURNS of the Names of all MASTERS, ASSISTANT MASTERS, and STAFF COMMANDERS who have been Honourably Mentioned in Despatches from Commanding Officers for Services rendered before the Enemy from 1853 to 1863; and the Names of all Masters Promoted for Distinguished Services from 1853 to 1863; also, the Number of Officers at present serving in the Navy who entered the Navy as MASTER ASSISTANTS and SECOND MASTERS, between 1 January 1853 and 31 January 1863; &c.

(*Sir Laurence Palk.*)

Ordered, by The House of Commons, to be Printed;
28 June 1864.

NAVAL PRIZE MONEY, &c.

AN ACCOUNT

SHOWING THE

RECEIPT AND EXPENDITURE

OF

NAVAL PRIZE, BOUNTY, SALVAGE, AND OTHER MONEYS,

BETWEEN THE

1st APRIL 1863 and 31st MARCH 1864.

Admiralty, }
16 July 1864. }

C. H. PENNELL,
Chief Clerk.

(Prepared pursuant to Act 17 Vict. c. 19, s. 13.)

Ordered, by The House of Commons, to be Printed,
19 July 1864.

AN ACCOUNT showing the RECEIPT and EXPENDITURE of NAVAL PRIZE, BOUNTY,

(Prepared pursuant to Act

FORFEITED AND UNCLAIMED SHARE AND GOVERNMENT PER-CENTAGE ACCOUNT :	£.	s.	d.	£.	s.	d.
To Balance of Unclaimed Prize, Bounty, Salvage, and other Moneys remaining in the hands of Her Majesty's Paymaster General at the Bank of England, on the 1st April 1863 - - - - -	8,419	-	-			
To Amount of per-centage deductions from the net sums distributable and brought to account in the year - - - - -	5,716	9	6			
To Amount of shares forfeited by desertion, brought to account during the year - - - - -	2,430	15	1			
To Amount of credit Balances transferred, remaining unpaid on various accounts (29 in number), not exceeding 50 <i>l.</i> each - - - - -	718	15	7			
To Amount of credit Balances remaining unpaid on various accounts (16 in number), transferred in consequence of the shares being forfeited from non-application within the period allowed by the Act 11 Geo. 4, c. 20 - - - - -	2,839	13	1			
				20,124	13	3
ADVANCE ACCOUNT IN ANTICIPATION OF PROCEEDS :						
To Sums repaid - - - - -	-	-	-	1,393	9	5
SLAVE AND TONNAGE BOUNTY :						
To Balance of the Proceeds of the Sale of certain Slave Vessels, including Slave and Tonnage Bounties awarded, remaining in the hands of Her Majesty's Paymaster General on 1st April 1863, and detailed in Paper (A.) annexed - - - - -	21,501	2	6			
To Proceeds of the Sale of certain Slave Vessels captured by Her Majesty's ships, including the amount of Slave and Tonnage Bounties awarded, &c., as per Paper (A.) annexed, paid to the Account of Her Majesty's Paymaster General at the Bank of England, on account of Naval Prize (under Act 17 Vict. c. 19), within the year - - - - -	53,426	-	11			
				74,927	3	5
BOOTY CAPTURED IN CHINA :						
To Balance of portion of Booty captured at Canton by the Naval and Military Force, on the 28th and 29th December 1857, awarded to the Naval Squadron, and remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st April 1863 - - - - -	-	-	-	1,622	9	7
SALVAGE SERVICES RENDERED BY HER MAJESTY'S SHIPS :						
To Balance of Amount recovered from the Owners of certain vessels for Salvage Services rendered to them by Her Majesty's ships, remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st April 1863 - - - - -	4,364	5	6			
To Amount received from the Owners of certain Merchant Vessels and others, for Salvage Services rendered by Her Majesty's ships, and paid to the Account of Her Majesty's Paymaster General at the Bank of England by the Salvors' Agents, Queen's Proctor, &c., between 1st April 1863 and 31st March 1864 (under Act 17 Vict. c. 19), viz. :—						
For fourth dividend on account of Salvage rendered to the Agnes by H.M.S. Trident - - - - -	85	-	3			
For Salvage Service rendered to the Magnolia by H.M.S. Hardy - - - - -	800	-	-			
				5,249	5	9
Carried forward - - - - -	-	-	£.	103,317	1	5

SALVAGE, and other MONEYS, between the 1st April 1863 and the 31st March 1864.

17 Victoria, c. 19, s. 13.)

FORFEITED AND UNCLAIMED SHARE AND GOVERNMENT PER-CENTAGE ACCOUNT:		£.	s.	d.	£.	s.	d.
By Amount of Unclaimed Shares of Prize, Bounty, Salvage, and other Moneys paid during the year out of the Balance and Receipts, per contra	- -	429	4	4			
By Amount of Allowance paid to the Auditor of Prize Accounts	- - -	300	-	-			
By Amount paid over to the Exchequer, being part of Unclaimed and Forfeited Shares	- - - - -	5,000	-	-			
					5,729	4	4
ADVANCE ACCOUNT IN ANTICIPATION OF PROCEEDS:							
By Balance of Amount on the 1st April 1863, advanced to meet Expense of Captures, under the authority of the Registrar of the High Court of Admiralty, in anticipation of Proceeds	- - - - -	1,832	8	8			
By further advances made during the year	- - - - -	795	17	9			
					2,628	6	5
SLAVE AND TONNAGE BOUNTY:							
By Amount paid during the year out of the Balance and Proceeds, per contra, as detailed in Paper (A.) annexed	- - - - -	-	-	-			
					43,238	15	3
BOOTY CAPTURED IN CHINA:							
By Amount distributed and paid out of the Balance, per contra	- - -	-	-	-			
					205	12	7
SALVAGE SERVICES RENDERED BY HER MAJESTY'S SHIPS:							
By Amount distributed and paid out of the Balance and Receipts for Salvage Services, per contra, viz.:-							
Salvage Service rendered at the wreck of the Ava, by H.M.S. Chesapeake		164	13	-			
Ditto - - ditto - - to the Agnes, by H.M.S. Trident	- - -	290	1	-			
Ditto - - ditto - - - Alma, by H.M.S. Furious and Cyclops	- - -	85	3	5			
Ditto - - ditto - - at the wreck of the Ava, by H.M.S. Retribution		18	9	1			
Ditto - - ditto - - to the Roberts, by H.M.S. Jackal	- - -	66	7	8			
Ditto - - ditto - - - Shamrock, by H.M.S. Kestrel	- - -	23	5	5			
Ditto - - ditto - - - Dalhousie, by H.M.S. Cygnet	- - -	931	8	6			
Ditto - - ditto - - - Salem, by H.M.S. Dasher	- - -	1,583	5	-			
Ditto - - ditto - - - Julie, by H.M.S. Cygnet	- - -	89	16	4			
Ditto - - ditto - - - Magnolia, by H.M.S. Hardy	- - -	680	5	4			
					3,932	14	9
Carried forward	- - -	-	-	-	£.	55,734	13 4

AN ACCOUNT showing the RECEIPT and EXPENDITURE of NAVAL PRIZE, BOUNTY,

	£.	s.	d.	£.	s.	d.
Brought forward - - - -	-	-	-	103,317	1	5
BOUNTY FOR DESTRUCTION OF PIRATES:						
To Balance of Amount of Bounty Money awarded to the Officers and Crews of Her Majesty's ships, under Votes of Parliament, for the destruction of Pirates, remaining in the hands of Her Majesty's Paymaster General at the Bank of England on the 1st April 1863 - - - -	2,825	19	11			
To amount of Proceeds of certain Piratical Chinese Junks awarded to the Officers and Crews of the undermentioned ships, under Acts 13 & 14 Vict., c. 26, and paid to the account of Her Majesty's Paymaster General at the Bank of England, on account of Naval Prize, by order of the Lords of the Treasury, viz.:-						
H.M. Ships Hesper, Firm, Bustard, Opossum, and Staunch - - - -	290	8	9			
H.M. Ship Bustard - - - - -	24	13	-			
To amount of a Bill for a share in the Bounty for destruction of Pirates by H.M.S. Spartan, cancelled, the said Bill not having been paid - - - -	3	2	4			
				3,144	4	-
GRANT FOR SPECIAL SERVICE ON THE CHINA STATION:						
To Balance of Amount voted by Parliament for the Naval Force employed on the China Station between 1st October 1856 and 26th June 1858, of 30 days' additional pay, remaining in the hands of Her Majesty's Paymaster General, unclaimed on 1st April 1863 - - - -	-	-	-	6,380	19	-
CAPTURES FOR BREACH OF BLOCKADE OF THE CANTON RIVER:						
To Balance of the Net Proceeds of Junks captured by Her Majesty's ships between 29th August and 19th December 1857, remaining in the hands of Her Majesty's Paymaster General on the 1st April 1863 - - - -	-	-	-	7,449	19	8
INDIAN PRIZE MONEY:						
To Balance of shares allotted to the Naval Brigade of Her Majesty's ship Shannon, employed at Lucknow during the Indian Mutiny, remaining in the hands of Her Majesty's Paymaster General on the 1st April 1863 - - - -	374	8	7			
To Amount of additional shares of the above, since paid over to the Paymaster General, under Act 17 Vict. cap. 19 - - - -	158	2	-			
To Amount of shares of the Satassie Booty captured by the Sarum Field Force on the 11th January 1858, allotted to the Naval Brigade of Her Majesty's ship Pearl, employed on shore during the Indian Mutiny, and paid to the Naval Prize Account of Her Majesty's Paymaster General, under Act 17 Vict. cap. 19 - - - -	3,263	8	-			
				3,795	18	7
BOOTY CAPTURED IN PEGU:						
To portion of Booty captured by the Naval and Military Force in Pegu in 1852-53, allotted to the Officers and Crews of Her Majesty's ships, and paid to the Naval Prize Account of Her Majesty's Paymaster General, under Act 17 Vict. cap. 19 - - - -	-	-	-	3,837	17	2
GRANT FOR STORES CAPTURED AT KERTCH AND YENIKALE IN 1855:						
To portion of the Grant of Parliament for stores captured at Kertch and Yenikale in 1855 by the Naval and Military Forces, allotted to Her Majesty's ships, and paid to the Naval Prize Account of Her Majesty's Paymaster General, under Act 17 Vict. cap. 19 - - - -	-	-	-	62,816	6	9
CAPTURES MADE UNDER THE PRIZE ACT, RUSSIA:						
To Balance of Prize Proceeds remaining undistributed on the 1st April 1863, as per Account laid before Parliament on 21st July 1863 (468), and Paper (B.) annexed - - - -	2,609	11	4			
To Value of coals captured by Her Majesty's ship Lynx, as per paper B annexed, paid to the Naval Prize Account of Her Majesty's Paymaster General, under Act 17 Vict. c. 19, sec. 4 - - - -	163	4	-			
				2,772	15	4
	£.			193,515	1	11

Admiralty, 2 July 1864.

I hereby certify that the foregoing Account has been prepared in pursuance of the 13th Section of Act 17 Vict. Monies, between 1st April 1863 and 31st March 1864, which I have compared with the Account Books kept in Office; audit of this Account to which it appears necessary to take exception, is the payment of certain Flag Shares of a grant Clause of the Appropriation Act of last Session (26 & 27 Vic. cap. 99). In the first instance, the Grant in question was prize practice under the provisions of Her Majesty's Proclamation, but the case having been subsequently submitted to the were the only Flag Officers entitled to share in the Grant in question. The shares of the three additional Flag Officers, Yenikale, whilst an equivalent sum has since been paid to the two Flag Officers above-named, under the opinion referred 1864-65, under the head of "Unclaimed and Forfeited Prize Money."

4 July 1864.

All new claims allowed by the Lords Commissioners of the Admiralty, subsequently to the distribution of Prize

Admiralty, 12 July 1864.

SALVAGE, and other MONEYS, between the 1st April 1863 and the 31st March 1864—*continued*.

	£.	s.	d.	£.	s.	d.
Brought forward - - - -	-	-	-	55,734	13	4
BOUNTY FOR DESTRUCTION OF PIRATES:						
By Amount distributed and paid out of the Balance and Receipts, per contra, viz.:—						
Moiety of the value of a Chinese Junk captured by Her Majesty's ship Bittern	4	-	7			
Bounty for destruction of Riff Pirates by H.M.S. Prometheus - -	72	13	1			
Ditto - - - ditto of Pirates by H.M.S. Bittern - - - -	282	7	1			
Ditto - - - ditto - - - by H.M.S. Spartan, Encounter, &c. -	2	12	11			
Ditto - - - ditto - - - by H.M.S. Rattler, and hired steamer Tartar	10	16	5			
Ditto - - - ditto - - - by H.M.S. Hornet - - - -	8	8	5			
Ditto - - - ditto - - - by H.M.S. Sampson - - - -	9	6	1			
Ditto - - - ditto - - - by Magicienne and Fury, 16 October 1858	4	12	3			
Ditto - - - ditto - - - by H.M.S. Staunch - - - -	62	-	1			
Ditto - - - ditto - - - by H.M.S. Magicienne, Algerine, and boats of Acorn, 17 to 19 September 1858	10	10	7			
Ditto - - - ditto - - - by H.M.S. Magicienne, Inflexible, Plover, and Algerine, 26 August to 4 September 1858 - - - -	49	5	6			
Ditto - - - ditto - - - by H.M.S. Hesper, Firm, Bustard, Oppossum, and Staunch - -	179	10	4			
Ditto - - - ditto - - - by H.M.S. Niger, Clown, and Janus -	70	12	5			
Ditto - - - ditto - - - by H.M.S. Fury, Firm, and Bustard -	49	9	5			
Ditto - - - ditto - - - by H.M.S. Nimrod - - - -	175	7	10			
Ditto - - - ditto - - - by H.M.S. Racehorse - - - -	7	19	7			
Ditto - - - ditto - - - by H.M.S. Surprise and boats of Cambrian	127	19	6			
Ditto - - - ditto - - - by H.M.S. Bustard - - - -	24	13	-			
				1,152	5	1
GRANT FOR SPECIAL SERVICE ON THE CHINA STATION:						
By Amount distributed and paid out of the Balance of the Grant of Parliament, per contra - - - -	-	-	-	134	7	4
CAPTURES FOR BREACH OF BLOCKADE OF THE CANTON RIVER:						
By Amount distributed and paid out of the balance of the Net Proceeds of Junks awarded, per contra - - - -	-	-	-	4,859	11	9
INDIAN PRIZE MONEY:						
By Amount distributed and paid to the Naval Brigade of H.M.S. Shannon -	255	-	-			
Ditto - - - ditto - - - of H.M.S. Pearl - - - -	2,126	1	3			
				2,381	1	3
BOOTY CAPTURED IN PEGU:						
By Amount distributed and paid out of the portion of Booty allotted to the officers and crews of Her Majesty's ships, per contra - - - -	-	-	-	2,131	5	5
GRANT FOR STORES CAPTURED AT KERTCH AND YENIKALE IN 1855:						
By Amount distributed and paid out of the Grant of Parliament, per contra -	-	-	-	35,040	7	7
CAPTURES MADE UNDER THE PRIZE ACT, RUSSIA:						
By Amount distributed and paid out of the Balance and Receipts, per contra, as detailed in Paper (B.) annexed - - - -	-	-	-	2,664	6	7
By Balance, viz.:—						
Forfeited and Unclaimed Share and Government per-centage Account - -	14,395	8	11			
Slave and Tonnage Bounties - - - -	31,688	8	2			
Booty captured in China - - - -	1,416	17	-			
Salvage services rendered by Her Majesty's ships - - - -	1,316	11	-			
Bounty for destruction of Pirates - - - -	1,991	18	11			
Grant for special service on the China Station - - - -	6,246	11	8			
Captures for Breach of Blockade of the Canton River - - - -	2,590	7	11			
Indian Prize Money - - - -	1,414	17	4			
Booty captured in Pegu - - - -	1,706	11	9			
Grant for stores captured at Kertch and Yenikale in 1855 - - - -	27,775	19	2			
Captures made under the Prize Act, Russia - - - -	108	8	9			
	90,652	-	7			
Less amount advanced in anticipation of Proceeds - - - -	1,234	17	-			
				89,417	3	7
	£.			193,515	1	11

J. Beeby,

Accountant General of the Navy.

c. 19; that it is a correct statement of Receipt and Expenditure of Naval Prize, Bounty, Salvage, and other accompanied with the Vouchers and other Documents from which such Books are posted. The only matter arising on the of Parliament for Stores captured by the Forces employed in the expedition to Kertch and Yenikale, under the 13th ordered to be distributed so far as the Flag Shares were concerned between five Flag Officers, according to the ordinary Law Officers of the Crown, they were of opinion that the late Admiral Lord Lyons and Admiral Sir Houston Stewart amounting to 1,113*l.* 6*s.* have, however, been paid and charged in this account against the grant for Kertch and to, and which sum will appear, as directed by the Lords of the Admiralty, as a charge in the account for the current year

R. M. Bromley,

Auditor of Naval Prize Accounts.

Money, are paid out of the "Forfeited and Unclaimed Prize Money."

J. Beeby,

Accountant General of the Navy.

(A.)
STATEMENT of SLAVE and TONNAGE BOUNTY.

DESCRIPTION OF PRIZE.	BY WHAT SHIP CAPTURED.	Date of Capture.	Balance remaining for Distribution or Payment on 1 April 1863.	Proceeds, &c. paid into Naval Prize Account in the Year 1863-64.	TOTAL.	Distributed, or Transferred, or Paid away in the Year 1863-64.	Balance on 1 April 1864.	First Day of Distribution.
			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Name unknown -	-	19 June 1855	63 19 11	-	63 19 11	63 19 11	-	14 May 1857.
Mercedita -	-	30 August 1854	53 19 11	-	53 19 11	53 19 11	-	8 January "
Three feluccas (names unknown) -	-	12 July 1859	115 12 4	-	115 12 4	5 1 6	110 10 10	14 March 1861.
Name unknown -	-	30 Nov. "	179 4 8	-	179 4 8	1 9 11	177 14 9	4 Feb. 1862.
Conchita -	-	27 August 1857	79 14 9	-	79 14 9	17 6 -	62 8 9	7 Nov. 1859.
Laura -	-	9 August 1859	96 1 -	-	96 1 -	22 2 9	73 18 3	6 August 1862.
Marianne -	-	22 March 1858	121 2 4	-	121 2 4	4 3 -	116 19 4	30 July 1860.
Name unknown -	-	18 Sept. 1857	345 4 5	-	345 4 5	-	345 4 5	24 October 1859.
Zeldna -	-	12 April "	57 9 4	-	57 9 4	-	57 9 4	17 Nov. "
Name unknown -	-	9 April 1859	60 14 5	-	60 14 5	5 9 10	55 4 7	17 Sept. 1860.
Tavernier -	-	4 Nov. "	60 6 5	-	60 6 5	4 10 8	55 15 9	19 June 1862.
Name unknown -	-	19 Sept. "	58 7 8	-	58 7 8	58 7 8	-	16 Sept. "
Ditto -	-	18 Dec. "	66 - -	-	66 - -	66 - -	-	23 July 1863.
Four dhows (names unknown) -	-	8 Sept. 1858	352 17 5	-	352 17 5	255 4 2	97 13 3	27 May 1861.
Zohora -	-	24 August "	98 19 5	-	98 19 5	98 19 5	-	27 May "
Two dhows (names unknown) -	-	23 August "	1,333 - 5	-	1,333 - 5	1,201 1 6	131 18 11	27 May "
Fatta Heria -	-	22 August "	84 8 4	-	84 8 4	84 8 4	-	27 May "
Name unknown -	-	4 August "	61 4 8	-	61 4 8	61 4 8	-	27 May "
Ditto -	-	30 July "	70 3 9	-	70 3 9	70 3 9	-	27 May "
Rosario -	-	13 Dec. 1859	93 15 2	-	93 15 2	16 3 -	77 12 2	5 Dec. "
Name unknown -	-	9 Jan. 1860	106 11 6	-	106 11 6	106 11 6	-	7 Nov. "
Constancia -	-	15 August "	124 - -	-	124 - -	124 - -	-	7 October "
Name unknown -	-	15 Nov. "	318 13 1	-	318 13 1	318 13 1	-	28 January 1863.
Ditto -	-	19 January 1861	269 2 -	-	269 2 -	269 2 -	-	28 January "
Ditto -	-	13 April 1860	140 14 5	-	140 14 5	140 14 5	-	7 Nov. 1861.
Ditto -	-	13 June 1861	474 5 -	-	474 5 -	474 5 -	-	23 March 1863.
Jacinta -	-	27 May "	123 18 4	-	123 18 4	69 15 6	54 2 10	6 February "

Name unknown	Philomel	6 August 1861	302 14	-	302 14	-	302 14	-	18 May 1862.
Ditto	Falcon	19 Nov. 1860	49 6	-	49 6	-	49 6	-	26 Sept. 1862.
Ditto	Espoir	19 Nov. "	437 1 9	-	437 1 9	-	79 4 8	-	20 October "
Clara Windsor	ditto	14 Dec. "	1,211 1 9	-	1,211 1 9	-	194 16 5	-	20 October "
Flight	Falcon	19 May 1861	125 10 8	-	376 - 8	-	297 4 -	-	21 Nov. "
Name unknown	Wrangler	23 May "	1,655 1 8	-	1,655 1 8	-	1,500 15 5	-	26 August 1863.
Daina	Torch	3 July "	524 15 3	-	423 10 -	-	34 1 -	-	23 March "
Echo, Rubens Anvers, or Globo	Lyra	3 Dec. 1859	2,172 16 6	-	2,172 16 6	-	2,079 7 5	-	25 May 1863.
Name unknown	Alecto	11 July 1861	537 9 6	-	537 9 6	-	537 9 6	-	9 April "
Ditto	Torch	14 April "	236 16 3	-	236 16 3	-	236 16 3	-	18 May "
Ditto	Wrangler	31 August "	550 -	-	550 -	-	550 -	-	4 June "
Lyra	Ranger	29 October "	4,487 13 6	-	4,487 13 6	-	4,250 3 5	-	28 May "
Name unknown	ditto	1 January 1862	2,717 5 -	-	2,717 5 -	-	2,546 13 8	-	9 June "
Esperanza	Lyra	8 August 1860	1,484 -	-	1,169 17 6	-	2,565 12 5	-	23 July "
Name unknown	Torch	4 March 1862	-	-	1,299 6 3	-	1,143 15 3	-	3 Sept. "
Felucca and barque	Griffon	27 March "	-	-	1,747 5 7	-	800 10 7	-	17 August "
Jane	Espoir	15 October "	-	-	1,515 8 4	-	669 17 -	-	8 October "
Manuella	Brisk	10 August 1860	-	-	5,973 18 7	-	5,461 11 11	-	20 August "
Name unknown	Antelope	3 June 1862	-	-	2,908 1 1	-	1,505 14 9	-	11 Dec. "
Reani or Fasul Geur	Penguin, tender to Narcissus	29 August 1861	-	-	644 10 1	-	28 9 -	-	5 Feb. 1864.
Concepio	Wye	25 June 1862	-	-	1,508 10 -	-	1,240 16 11	-	26 Nov. 1863.
Famosa Estrella	Persian	1 January 1861	-	-	2,055 10 4	-	1,651 9 3	-	2 Nov. 1864.
Name unknown	Espoir	22 July 1862	-	-	1,740 17 4	-	750 7 7	-	5 Feb. 1864.
Ditto	Sidon	13 August 1861	-	-	608 5 -	-	608 5 -	-	1 Oct. 1863.
Two dhows (names unknown)	ditto	10 Sept. "	-	-	668 12 2	-	668 12 2	-	1 Oct. "
Name unknown	Lyra	11 Sept. "	-	-	438 16 1	-	438 16 1	-	8 Dec. "
Ditto	ditto	20 March "	-	-	263 12 -	-	208 18 -	-	8 Dec. "
Ditto	ditto	22 March "	-	-	569 17 1	-	446 18 3	-	8 Dec. "
Ditto	ditto	25 March "	-	-	92 6 4	-	92 6 4	-	8 Dec. "
Ditto	ditto	27 March "	-	-	208 14 -	-	208 14 -	-	8 Dec. "
Ditto	ditto	1 April "	-	-	411 10 8	-	323 2 9	-	8 Dec. "
Ditto	ditto	3 April "	-	-	582 4 4	-	459 13 1	-	8 Dec. "
Ditto	ditto	8 April "	-	-	275 15 6	-	220 9 5	-	8 Dec. "
Ditto	ditto	8 April "	-	-	361 13 2	-	286 15 1	-	8 Dec. "
Two dhows (names unknown)	ditto	11 April "	-	-	574 11 4	-	458 6 -	-	8 Dec. "
Three "	ditto	12 April "	-	-	985 12 -	-	775 8 2	-	8 Dec. "
Two "	ditto	13 April "	-	-	588 6 4	-	462 18 10	-	8 Dec. "
Name unknown	ditto	14 April "	-	-	516 6 4	-	392 15 2	-	8 Dec. "
Two dhows (names unknown)	ditto	17 April "	-	-	1,112 3 2	-	832 16 2	-	8 Dec. "
Name unknown	Flying Fish	18 April 1862	-	-	2,546 10 -	-	2,958 15 -	-	23 Dec. "
Carried forward			32,042 - 7	21,501 .2 6	53,543 3 1	41,213 3 5	12,329 19 8		

(A)—STATEMENT OF SLAVE and TONNAGE BOUNTY—continued.

DESCRIPTION OF PRIZE.	BY WHAT SHIP CAPTURED.	Date of Capture.	Balance remaining for Distribution or Payment on 1 April 1863.		Proceeds, &c. paid into Naval Prize Account in the Year 1863-64.		TOTAL.		Distributed, or Transferred, or Paid away in the Year 1863-64.		Balance on 1 April 1864.		First Day of Distribution.
			£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	
Clarissa	-	Brought forward	21,501	2 6	32,042	- 7	53,543	3 1	41,213	3 5	12,329	19 8	31 Dec. 1863.
Name unknown	-	24 July 1862	-	-	1,143	8 9	1,143	8 9	992	4 4	151	4 5	
Ditto	-	11 July "	-	-	1,177	-	1,177	-	39	15 7	1,137	4 5	
Ditto	-	18 April 1861	-	-	728	10 9	728	10 9	18	5 8	710	5 1	
Ditto	-	19 April "	-	-	416	8 -	416	8 -	23	3 -	393	5 -	
Mutsahl	-	20 April "	-	-	469	12 -	460	12 -	23	17 -	436	15 -	
Ditto	-	22 April "	-	-	448	18 -	448	18 -	25	1 4	423	16 8	
Name unknown	-	21 April "	-	-	361	15 6	361	15 6	23	10 6	338	5 -	
Buswahi	-	20 February "	-	-	1,298	10 -	1,298	10 -	29	7 -	1,269	3 -	
Name unknown	-	17 April "	-	-	523	6 7	523	6 7	21	1 7	502	5 -	
Ditto	-	3 October 1862	-	-	1,114	13 11	1,114	13 11	6	15 -	1,107	18 11	
Ditto	-	4 August "	-	-	1,156	10 -	1,156	10 -	39	10 9	1,116	19 3	
Ditto	-	3 August 1861	-	-	565	19 6	565	19 6	39	6 9	526	12 9	
Ditto	-	9 August "	-	-	510	9 -	510	9 -	59	12 9	450	16 3	
Ditto	-	19 August "	-	-	626	13 6	626	13 6	43	1 -	583	12 6	
Two dhows (names unknown)	-	29 August "	-	-	1,441	7 -	1,441	7 -	89	5 6	1,352	1 6	
Name unknown	-	6 Sept. "	-	-	406	13 6	406	13 6	34	12 -	372	1 6	
Ditto	-	8 Sept. "	-	-	725	16 2	725	16 2	44	13 2	681	3 -	
Ditto	-	14 Sept. "	-	-	252	13 6	252	13 6	30	5 -	222	8 6	
Four dhows (names unknown)	-	16 Sept. "	-	-	1,572	18 -	1,572	18 -	138	1 6	1,434	16 6	
Name unknown	-	24 August "	-	-	633	16 2	633	16 2	53	10 11	580	5 3	
Ditto	-	11 Sept. "	-	-	709	3 1	709	3 1	44	11 9	664	11 4	
Ditto	-	30 Sept. "	-	-	274	13 6	274	13 6	30	15 -	243	18 6	
Ditto	-	3 October "	-	-	364	2 2	364	2 2	45	12 2	318	10 -	
Ditto	-	27 August 1862	-	-	1,045	-	1,045	-	37	14 4	1,007	5 8	
Antelope	-	25 Nov. "	-	-	1,108	13 5	1,108	13 5	6	15 -	1,101	18 5	
Ditto	-	20 & 21 Nov. "	-	-	1,255	9 1	1,255	9 1	36	4 -	1,219	5 1	
Ditto	-	10 Nov. "	-	-	291	6 5	291	6 5	16	6 5	275	-	
Ditto	-	19 January 1863	-	-	329	16 5	329	16 5	16	6 5	313	10 -	
Ditto	-	20 January "	-	-	439	16 5	439	16 5	16	6 5	423	10 -	
£.			21,501	2 6	53,426	- 11	74,927	3 5	43,238	15 3	31,688	8 2	
					21,501	2 6			31,688	8 2			
£.					74,927	3 5			74,927	3 5			

J. Beeby, Accountant General of the Navy.

(B.)

STATEMENT of CAPTURES made under the Prize Act, Russia.

DESCRIPTION OF PRIZE.	BY WHAT SHIP CAPTURED.	Date of Adjudication.	Balance remaining for Distribution or Payment on 1 April 1863.	Proceeds, &c. paid into Naval Prize Account in the Year 1863-64.	TOTAL.	Distributed, Transferred or paid away in the Year 1863-64.	Balance on 1 April 1864.	First Day of Distribution.
			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Patriot -	Magicienne, 30 other of Her Majesty's ships, and French ship Austerlitz.	30 June 1854	156 - 11	-	156 - 11	156 - 11	-	31 August 1857.
Ida -	Gorgon, and 14 other of Her Majesty's ships	29 June "	1,162 11 7	-	1,162 11 7	1,162 11 7	-	31 August "
Carl -	Avon and Impregnable	4 August "	126 19 6	-	126 19 6	126 19 6	-	26 January 1856.
Volga -	Miranda and Eurydice	22 Nov. "	96 - 8	-	96 - 8	96 - 8	-	31 December 1855.
Nornen -	Archer, Amphion, and Conflict	3 Feb. 1855	106 5 4	-	106 5 4	106 5 4	-	30 May 1856.
Sark-Spiridione -	Fury and Sidon	21 Nov. 1856	88 6 6	-	88 6 6	88 6 6	-	4 May 1857.
Phoenix -	Archer and Desperate	12 July 1855	45 10 7	-	45 10 7	45 10 7	-	15 January "
Sampo -	Harrier, Tartar, and French ship D'Assas	23 Nov. "	67 6 7	-	67 6 7	67 6 7	-	2 December 1856.
Peraghia Deroumba -	Dauntless	30 July 1857	57 5 1	-	57 5 1	-	57 5 1	4 October 1858.
Ayos Johannes O'Prodemos	Highflyer, and three other of Her Majesty's ships.	7 March 1855	139 18 4	-	139 18 4	139 18 4	-	17 November 1856.
Sithka -	President, two other of Her Majesty's ships, and three French ships.	Adjudicated in French Court.	242 11 7	-	242 11 7	242 11 7	-	11 December "
Greta -	Barracouta	14 Nov. 1855	78 - 7	-	78 - 7	78 - 7	-	29 September 1857.
Coals taken from Fortresses	Sampson	Not known	100 18 9	-	100 18 9	100 18 9	-	30 June "
Stores -	Harrier, Firefly, and French ship L'Aigle	23 Nov. 1855	71 4 1	-	71 4 1	71 4 1	-	28 August "
Coals found in a ship	Viper	1 March 1860	70 11 8	-	70 11 8	19 7 7	51 3 8	29 November 1860.
Ditto - ditto	Lynx	Not adjudicated	-	163 4 -	163 4 -	163 4 -	-	7 September 1863.
		£.	2,609 11 4	163 4 -	2,772 15 4	2,664 6 7	108 8 9	
				2,609 11 4		108 8 9		
			£.	2,772 15 4	£.	2,772 15 4		

J. Beeby,
Accountant General of the Navy.

NAVAL PRIZE MONEY, &c.

ACCOUNT showing the RECEIPT and EXPENDITURE of NAVAL PRIZE, BOUNTY, SALVAGE, and other MONIES, between the 1st April 1863 and 31st March 1864.

(Prepared pursuant to Act 17 Vict. c. 19, s. 13.)

Ordered, by The House of Commons, to be Printed,
19 July 1864.

500.

Under 2 c2

501

NAVY (SHIP "RESEARCH").

RETURN to an Order of the Honourable The House of Commons,
dated 2 June 1864;—for,

COPY "of REPORT of the Naval Commander in Chief at *Devonport*, as to the
DAMAGE done to HER MAJESTY'S SHIP 'RESEARCH,' in the late Experiment,
with a List of Defects."

Admiralty, }
9 June 1864. }

C. H. PENNELL,
Chief Clerk.

EXTRACT from REPORT of Inspection of Her Majesty's Ship "Research," dated
Plymouth Sound, 14 May 1864.

A fair ship's company; the ship clean and creditable.

The gun carriages to be fitted with Mr. Allen's plan, No. 3, to facilitate traversing.

The space in the battery is so confined, that the men have not room to work the guns with that facility that is required.

1. The battery is 33 feet in length by 32 feet in breadth inside; within this space are four heavy guns, upwards of 80 men, funnel, wheel, hatchway for supplying powder and shell.

2. There is a difficulty in traversing the guns from the broadside to the bow and quarter ports.

3. When the broadside guns were fired with extreme train, foremost ones to the left, after ones to the right, the captains of them could not stand to direct and fire them.

These points being of great importance, I have considered it right to bring them before the Lords Commissioners of the Admiralty.

The number of rounds fired with blank cartridges during the inspection, six.

In addition, from an Armstrong gun, one; in all 25.

(signed) C. H. Fremantle, Admiral.

LIST of DEFECTS of Her Majesty's Ship "RESEARCH," at Plymouth, 14 May 1864.

CARPENTERS' DEPARTMENT.

Number of Item.	NATURE OF THE DEFECT.	OFFICE COLUMN.
1	Bulkheads of round houses fore and aft broken	Caused by the Firing of the Gun : As stated.
2	Glass of skylights and Blake's pendulum broken	
3	Explosion plating started before and abaft battery	
4	Meat safes broken.	Hooks broken.
5	Vulcanised india-rubber on posts damaged.	As stated in one port.
6	Hammock berthing and rails damaged.	Ditto, before and abaft the battery.
7	Doors of signal lockers damaged.	Off the hinges.
8	Hooks for fighting lanterns broken.	Several drawn from under poop.
9	Scupper flaps on ship's side damaged.	Two started in wake of battery.
10	Pinnacle damaged.	Requires caulking, having been strained by the explosion.

Nos. 1, 2, 3, 6, 7, 9, 10, will take 10 shipwrights, three joiners, one painter, six days to make good - } at a cost for labour of 19 l. to Vote 8.
" materials, 5 l. to Vote 10.

Nos. 4, 5, 8, can be made good by the shipwrights' artificers, materials being supplied.

The vessel can proceed to sea without the defects being made good.

(signed) *Jas. Peake*, Master Shipwright.
J. Edwards, Assistant ditto.

Devonport Dockyard, 16 May 1864.

Transmitted for the information and directions of the Controller of the Navy.

(signed) *F. M. Symonds*, Naval Superintendent.

No. 1199.—19 May 1864.

SUBMITTED that these defects be made good as proposed ; they appear to have been occasioned by bow and quarter firing from the battery.

(signed) *Rob. Spencer Robinson*.
Approved, *J. W. G.*

ELECTRIC TELEGRAPH.

(D. S. 2,538/64.)

Telegraph from Controller of the Navy to Superintendent at Devonport.

No. 4.—No. 1,295 $\frac{1}{2}$ —27 May 1864.

SUBJECT.

Were any stantions or pillars under the battery of the "Research" broken or injured by the firing, and was any other damage done than that reported in the list of defects dated May 16 ?

(signed) *W. D. Eden*,
for Controller.

Sent 12.55 P.M.,
27 May 1864—*T. C.*

ANSWER.

The master shipwright reports that not any of the stantions or pillars under the battery of the "Research" were broken or injured ; but the starboard pillar under the foremost upper deck beam of the engine room hatch was started, cutting off two boltheads in the heel of the pillar.

No other damage but that reported in the list of defects.

Received 4.51 P.M.,
27 May 1864—*T. C.*

ELECTRIC TELEGRAPH.

(D. S. 2,540/64.)

Telegraph from Controlier of the Navy to Superintendent at Devonport.

No. 1332 $\frac{1}{2}$ —31 May 1864.

SUBJECT.

Please to report, by telegram, the expense incurred in securing the heel of the stantion of the "Research" which was started by the firing on board of that ship.

(signed) *W. D. Eden,*
for Controller.

ANSWER.

The master shipwright reports the whole expense 2 s. 6 d.

Received 2.59 P.M.,
31 May 1864—*G. W.*

No. 2.—Sent 10.39 A.M.,
31 May 1864—*R. B.*

NAVY (SHIP "RESEARCH").

COPY of REPORT of the Naval Commander in Chief at *Devonport*, as to the DAMAGE done to HER MAJESTY'S SHIP "RESEARCH" in the late Experiment, with a List of Defects.

(*Sir Frederic Smith.*)

*Ordered, by The House of Commons, to be Printed,
13 June 1864.*

NAVY (SHIP "RESEARCH").

RETURN to an Order of the Honourable The House of Commons,
dated 10 June 1864;—for,

COPY "of Additional OFFICIAL CORRESPONDENCE from the Commander-in-Chief at *Devonport*, on the subject of his recent Inspection of HER MAJESTY'S SHIP 'RESEARCH,' with the REPLY of the Admiralty."

Admiralty,
17 June 1864. }

C. H. PENNELL,
Chief Clerk.

COPY of additional OFFICIAL CORRESPONDENCE from the Commander-in-Chief at *Devonport*, on the subject of his recent inspection of HER MAJESTY'S SHIP "RESEARCH," with the REPLY of the Admiralty.

Mr. *W. G. Romaine*, to Admiral Sir *Charles Fremantle*.

Sir,

Admiralty, 30 May 1864.

I AM commanded by My Lords Commissioners of the Admiralty to signify their direction to you to call upon the Captain of the "Research" to report, with reference to the defects of that ship, whether the bulkheads of the roundhouses forward and aft were removed previous to firing the guns from the fore and aft ports, and whether on any future occasion of firing the guns, any precaution can be taken which would obviate the destruction of the glass in the skylights, the breaking of lanterns and meat safes, the damaging of hammock berthing and rails; stating also the injury done to the pinnacle by jumping in the crutches.

I am, &c.,

Admiral Sir Charles Fremantle, K.C.B., (signed) *W. G. Romaine*.
&c. &c. &c.,
Devonport.

Captain *Wilmshurst*, to Rear Admiral *Dacres*.

Removal of Bulkheads, &c., before Firing, &c.

Her Majesty Ship "Research."
Hamoaze, 1 June 1864.

Sir,

IN reply to your letter of yesterday's date, calling on me for certain explanations concerning defects of this ship, I have the honour to state as follows; viz. :—

That the bulkheads of the roundhouses forward and aft, were not removed previous to firing the guns from the fore and aft ports, but that everything not usually removed in a flush decked vessel when cleared for action, was allowed to remain in its place. Experience has now however (never having before witnessed the effect of firing guns obliquely over a ship's deck) shown me the necessity of removing many of the fixtures, usually left standing, as well as the glass sashes, crockery ware, &c., &c., and that on future occasions of firing, the precaution of removing all that lately suffered, has been replaced by solid chocks of fir, which I presume are calculated to withstand the concussion. With regard to the pinnacle, the oakum along the garboard strea^ke was started, and required hardening home again; no other damage being discoverable, she was hauled up at the dockyard one afternoon, and brought off to the ship repaired the next afternoon.

I have, &c.
(signed) *Arthur Wilmshurst*, Captain.

Rear Admiral S. C. Dacres, C.B.,
Senior Officer.

Rear Admiral *Dacres* to the Secretary of the Admiralty.

"Edgar" at Plymouth, 1 June 1864.

SUBMITTED for the information of the Lords Commissioners of the Admiralty with reference to your letter of the 30th ultimo.

(signed) *S. C. Dacres*, Rear Admiral
The Secretary of the Admiralty. and Senior Officer.

Admiral Sir *Charles Fremantle* to the Secretary of the Admiralty.

Sir,

31 South-street, Park-lane, 3 June 1864.

THE Secretary of the Admiralty having stated in the House of Commons on the 23rd ult. : as reported in the "Times" of the 24th ult., that in the inspection I made of the "Research,"—

"The firing of the guns took place without the precaution of removing the bulkheads, and making preparations usual on such occasions, &c."

As it may be satisfactory for their Lordships to know the course I pursued on that occasion, I request that you will lay before them the following statement.

After the "Research" had been some days in Plymouth Sound, and having made the signal after her last trial that it was satisfactory at the measured mile, I arranged to inspect her the following day, having previously informed Captain Wilmhurst when I did so, that I should fire her guns.

On the forenoon of the 14th ult., I proceeded on board, accompanied by Captain Beauchamp Seymour, and Captain Ewart, commanding the gunnery ship, and the inspection took place as follows :—

1. Desired the lower deck to be cleared, and the men to fall in ready to muster by the open list.

2. Visited the lower deck and every part of the ship that is customary.

3. Mustered the officers and crew by open list.

4. Beat to quarters one roll; I went on the deck over the battery and witnessed the preparations being made for battle. After about 25 minutes, Captain Wilmhurst reported the ship clear for action.

5. Went into the battery, and when Captain Ewart had reported everything being at the guns, I exercised them; I then desired the foremost ones to be transported to the bow ports, and ordered the Armstrong on the starboard side to be loaded with blank cartridge, and when ready, after taking every precaution that there was nothing in the way, to be fired; the after guns were also transported to the quarter ports and fired with blank cartridge (12 lbs. charge).

Three rounds were fired from the guns in this position, and I do not remember that more than two guns were fired at the same time, the guns were then returned to the broadside, and three rounds were fired with the same charge, both broadsides together.

6. Inspected the ship's books, accounts of officers' messes, men's clothes and bedding, and filled up the report, as is usual in newly commissioned ships. On leaving the battery, after the guns had been fired, I observed that the glass of the Azimuth compass was broken, the pinnace stowed on crutches abaft the battery, slightly shook, the after small skylight broken, round-houses and signal-lockers had fallen down from the concussion.

As I did not consider the damage occasioned by the firing of the guns to be of any material consequence, I confined my report to the state of the battery, as appears in the inspection sheet, on that occasion.

The statement made by the Secretary of the Admiralty is prejudicial to my character, holding the very high and responsible position to which their Lordships have been pleased to appoint me, and as no steps have been taken to contradict the same, I am induced to bring the matter in an official form before them.

I have, &c.

(signed) *Charles Fremantle*, Admiral.

The Secretary of the Admiralty.

Mr. *W. G. Romaine*, to Admiral Sir *Charles Fremantle*.

Sir,

Admiralty, 6 June 1864.

I HAVE received and laid before my Lords Commissioners of the Admiralty, your letter of the 3rd inst., drawing their lordships' attention to a statement made by the Secretary of the Admiralty in the House of Commons on the 23d ult., as reported in the "Times" newspaper on the following day with reference to the arrangements made by you previous to your inspection of Her Majesty's ship "Research" on the 14th ult., and I am to acquaint you in reply that my Lords are satisfied that you took all the usual measures for clearing the "Research" for action before firing her guns, and that the amount of damage done was in reality of so trifling a nature, as not to require any special report from you.

The nature of the arrangements for firing chase guns in the "Research" and "Enterprise," involving firing over a great length of deck is so different from that in ordinary ships, that my Lords are not surprised that in a first trial, sufficient importance was not attached by the officer of the ship to the necessity of taking extra precautions against breakages.

My Lords entirely acquit you of any want of due care, and consider that your report shows that you gave much time and attention to the inspection of the "Research," and the points which you have noticed will receive their Lordships full consideration.

I am, &c.

Admiral Sir Charles Fremantle, K.C.B.,

(signed) *W. G. Romaine*.

&c. &c. &c.

36, South-street, Park-lane.

NAVY (SHIP "RESEARCH").

COPY of Additional Official Correspondence
from the Commander in Chief at *Devonport*, on
the subject of his recent inspection of Her
MAJESTY'S SHIP "RESEARCH," with the Reply
of the Admiralty.

(*Sir John Hay.*)

=====
Ordered, by The House of Commons, to be Printed,
20 June 1864.
=====

ROYAL NAVAL RESERVE.

RETURN to an Order of the Honourable The House of Commons,
dated 9 June 1864 ;—for,

RETURNS “ showing the Number of SEAMEN ENROLLED, the Number DRILLED, and
their whereabouts, &c., down to the 31st day of March 1864 :”

“ And, of the Number of MEN DISMISSED from the RESERVE on account of taking
Service in FOREIGN SHIPS, in Contravention of Her Majesty’s Proclamation of
Neutrality, with the Names of the Countries or States to which such Ships belonged.”

Admiralty, }
27 June 1864.

C. H. PENNELL,
Chief Clerk.

ROYAL NAVAL RESERVE.

RETURN showing Number of Seamen Enrolled, Number Drilled; their whereabouts, &c.,
Quarter ended 31 March 1864.

Number of Volunteers Enrolled	-	-	-	-	-	-	-	-	17,300
Deduct—									
Volunteers discharged	-	-	-	-	-	-	-	412	
„ deceased	-	-	-	-	-	-	-	639	
„ who have joined the Royal Navy	-	-	-	-	-	-	-	300	
									1,351
									15,949
Number who have undergone Drill	-	-	-	-	-	-	-	-	15,473.
Whereabouts :									
On leave for long Voyages	-	-	-	-	-	-	-	-	1,834
„ „ short „	-	-	-	-	-	-	-	-	5,401
									7,235
In the Coasting Trade at Home	-	-	-	-	-	-	-	-	7,727
Expected home within 1st fortnight from Foreign Voyages	-	-	-	-	-	-	-	-	2,158
„ „ 1st month	-	-	-	-	-	-	-	-	319
„ „ 2d month	-	-	-	-	-	-	-	-	786
„ „ 3d month	-	-	-	-	-	-	-	-	651
„ „ 4th month	-	-	-	-	-	-	-	-	660
„ „ 6th month	-	-	-	-	-	-	-	-	827
„ „ 12th month	-	-	-	-	-	-	-	-	1,834
Men left abroad on account of sickness, discharge, desertion	-	-	-	-	-	-	-	-	987
									15,949
Dismissed from the Reserve on account of serving in Foreign Ships :									
Joined Confederate ships of war	-	-	-	-	-	-	-	-	2

ROYAL NAVAL RESERVE.

RETURN showing the Number of SEAMEN ENROLLED, the Number DRILLED, and their whereabouts, &c., down to 31 March 1864; and, of the Number of Men Dismissed from the RESERVE on account of taking Service in Foreign Ships, in Contravention of Her Majesty's Proclamation of Neutrality, with the Names of the Countries or States to which such Ships belonged.

(*Mr. Berkeley.*)

*Ordered, by The House of Commons, to be Printed,
29 June 1863.*

SCHOOL OF NAVAL ARCHITECTURE.

RETURN to an Order of the Honourable The House of Commons,
dated 14 June 1864;—for,

COPY “of CORRESPONDENCE between the Admiralty and Department of Science and Art, respecting the System of EDUCATION for the proposed SCHOOL of NAVAL ARCHITECTURE, and the REGULATIONS which have been issued by the Admiralty for the proposed School.”

Admiralty, }
17 June 1864. }

C. H. PENNELL
Chief Clerk.

(*Mr. Augustus Smith.*)

Ordered, by The House of Commons, to be Printed,
20 June 1864.

C O N T E N T S.

I.—RETURN FROM THE SCIENCE AND ART DEPARTMENT.

	PAGE.
Letter from Lord Clarence Paget, dated 13 January 1864, proposing establishment of School at South Kensington - - - - -	3
Letter, dated 20 January 1864, from Mr. Cole, in reply to above, agreeing to the proposed establishment - - - - -	4
Letter, dated 12 March 1864, to Sir J. S. Pakington, asking for suggestions of Institute of Naval Architects - - - - -	4
Letter, dated 13 March 1864, from Sir J. S. Pakington, stating that request will be brought before Council of Institution - - - - -	5
Letter, dated 23 March 1864, from Sir J. S. Pakington, enclosing suggestions as to course of study - - - - -	5
Letter, dated 7 April 1864, to Sir J. S. Pakington, thanking for communication of 23 March, and asking for the further suggestions promised - - - - -	6
Letter, dated 6 May 1864, from Sir J. S. Pakington, enclosing printed paper as to conditions of admission, certificates on leaving, &c. - - - - -	6
Letter, dated 10 May 1864, to Sir J. S. Pakington, thanking him for above - - - - -	7
Report - - - - -	8

II.—RETURN FROM THE ADMIRALTY.

*Letter from Lord C. Paget, dated 13 January 1864, proposing establishment of School at South Kensington.	
*Letter from Mr. Cole, in reply to above, agreeing to proposed establishment, dated 20 January 1864.	
Letter from Lord C. Paget relative to the insertion of requisite sum in Estimates, dated 26 January 1864 - - - - -	11
Letter from Lord C. Paget to Mr. Cole, naming Mr. Reed, on part of Admiralty, to arrange details, dated 15 February 1864 - - - - -	11
Letter from Mr. McLeod, dated 1 March 1864, naming Dr. Woolley and Captain Donnelly for similar purpose - - - - -	11
Letter from Mr. Cole, dated 12 May 1864, sending copy of Regulations * agreed upon, and asking for 1,000 <i>l.</i> - - - - -	12
Letter from Lord C. Paget, dated 26 May 1864, reporting having ordered 1,000 <i>l.</i> to be paid	12
Admiralty Instructions to the Dockyards, dated 17 June 1864 - - - - -	12

* The papers marked thus (*) are given in the Return from the Science and Art Department.

COPY of CORRESPONDENCE between the Admiralty and Department of Science and Art, respecting the System of EDUCATION for the proposed SCHOOL of NAVAL ARCHITECTURE, and the REGULATIONS which have been issued by the Admiralty for the proposed School.

— I. —

RETURN FROM THE SCIENCE AND ART DEPARTMENT.

Lord Clarence Paget to Mr. *Lingen*.

Sir,

Admiralty, 13 January 1864.

I AM commanded by my Lords Commissioners of the Admiralty to request that you will inform the Lord President of the Council, that my Lords have had for some time under their consideration the establishment of a College of Naval Architecture, with a view of providing especially for the education of shipbuilding officers for Her Majesty's Service, and promoting the general study of the science of Shipbuilding and Naval Engineering.

My Lords are of opinion that this College should not be limited to persons in the Queen's service, but should also be open to students who are likely to benefit the Mercantile Marine, and that the College might with advantage be established under the control and management of the Department of Science and Art.

My Lords would be prepared to recommend the scheme for the admission, the instruction, and the final passing-out of the pupils whom the Admiralty would send to the College; and, with reference to other pupils, my Lords would leave the details to the control and decision of the Department of Science and Art.

The expense of starting the proposed College, and of the scholars appointed by the Admiralty, would be borne by this Department, whilst that of the private scholars would be covered by fees to be paid by them; and it may be anticipated that in the course of time, if the institution should be appreciated by the public, it would become, to a great extent, self-supporting.

The number of students which my Lords would be prepared, at the present time, to place in the College would not exceed 30.

It is not possible to estimate the number of students from the general public who would be likely to seek admission, but it is reasonable to suppose that, if the expenses were not too high, its advantages would be appreciated by the public.

Such are the general grounds on which my Lords would desire the co-operation of the Lord President of the Council in the creation of an institution which, my Lords trust, may hereafter be of great advantage to this maritime country.

They are satisfied that considerable advantages, both economical and otherwise, would arise from enlisting the services of the eminent and scientific professors already connected with the Department of Science and Art, who would, doubtless, afford their valuable assistance in the creation and maintenance of the College, in a manner commensurate with the daily increasing demands of science.

My Lords have under their care a collection of Naval Models, from which they would select such as could be spared, and which might be found useful for the purpose of instruction; and they will be happy to consign them to the charge of the Science and Art Department, if the Lord President should think fit.

Should the Lord President of the Council be pleased to concur in the wishes of my Lords, they would be glad to enter further into the details of the proposed establishment, with a view of application being made by my Lords to Parliament for the necessary funds.

R. R. W. Lingen, Esq.,
&c. &c. &c.
Council Office.

I am, &c.
(signed) *C. Paget.*

Mr. Cole to Lord Clarence Paget.

My Lord,

20 January 1864.

I AM directed by the Lords of the Committee of Council on Education to acknowledge the receipt of your Lordship's letter of the 13th January (initial letter E.), in which the Lords Commissioners of the Admiralty propose, for the consideration of the Lord President of the Council, the establishment of a College of Naval Architecture, under the control and management of the Department of Science and Art; and in reply to inform you, that my Lords will give instructions for carrying into effect the wishes of the Admiralty, in accordance with the general principles laid down in your letter, and have directed me to place myself in communication with your Lordship, with a view of enabling the necessary Parliamentary Estimates to be prepared, and ascertaining the wishes of the Lords Commissioners in respect of the students to be nominated by them.

The Secretary of the Admiralty.

I have, &c.
(signed) *Henry Cole.*

Mr. Cole to Sir J. S. Pakington.

Science and Art Department, South Kensington, W.,
12 March 1864.

Sir,

I AM directed by the Lords of the Committee of Council on Education to inform you, as the President of the Institute of Naval Architects, that it has been determined to establish a School of Naval Architecture at South Kensington, under the control and management of the Science and Art Department.

The Admiralty propose to send and maintain a certain number of pupils, and a vote has been taken in Parliament for this purpose.

It is not, however, intended to restrict the school to pupils sent by the Admiralty, but to admit the public, on payment of such fees as it may be considered advisable to impose, with the view of rendering the school, as soon as possible, self-supporting.

Dr. Woolley, one of Her Majesty's Inspectors of Schools, and Captain Donnelly, R.E., Inspector for Science for this Department, have been directed by my Lords to report to them on the subject; and their Lordships would thank you to have the kindness to move the Council of the Institute of Naval Architects to enter into communication with those officers, for the purpose of offering suggestions as to the course of instruction, and the fees to be paid by the public, so as to render the school as acceptable as possible to the shipbuilding interests of this country, which it is hoped may derive benefit from its establishment.

I am, &c.
(signed) *Henry Cole.*

The Right Hon. Sir J. S. Pakington, Bart., M.P.,
41, Eaton-square.

Sir *J. S. Pakington* to Mr. *Cole*.

41, Eaton-square, S. W.,
13 March 1864.

Sir,

I HAVE had the honour of receiving your letter of yesterday's date, communicating to me, by direction of the Committee of Council on Education, the determination to establish a School of Naval Architecture, and requesting me, as President of the Institute of Naval Architects, to move the Council of the Institute to enter into communication with Dr. Woolley and Captain Donnelly, R. E., on the subject.

I know the Council of the Institute has much at heart the establishment of a School of Naval Architecture, and I will not fail to take the earliest opportunity of submitting your letter for their consideration.

H. Cole, Esq.

I have, &c.
(signed) *John S. Pakington*.

Sir *J. S. Pakington* to Mr. *Cole*.

41, Eaton-square, S. W.,
23 March 1864.

Sir,

I HAVE the honour to inform you that, having submitted your letter to me of the 12th inst. to the consideration of the Council of the Institute of Naval Architects, I am requested by the Council to convey to you the enclosed paper, as the suggestions they desire to offer, in compliance with your request, for the course of instruction in the new School of Naval Architecture.

In answer to your second request, to be informed by the Council of their views as to the fees to be paid by the public, I have to convey to you their opinion that 25 *l.* should be the fee to be paid by each student from the private trade, for each session of the prescribed course of study.

The Council abstain from offering, in this communication, any suggestions as to either the conditions of first admission to the school, or as to the ultimate proofs and certificates of competency which the students may seek to obtain; but these are points which appear to the Council to require early consideration and decision, and they will be prepared to state their views with respect to them, if requested to do so by the Science and Art Department.

Henry Cole, Esq.

I have, &c.
(signed) *John S. Pakington*, President.

(Enclosure.)

PROPOSED COURSE OF THEORETICAL AND PRACTICAL EDUCATION at the SCHOOL of NAVAL ARCHITECTURE.

The Higher Geometry.—Including plane curves, curves of double curvature, curves of the higher order, curves used in shipbuilding, mechanical curves, geometry of solids, and spherical geometry.

Descriptive Geometry.—Theory of projections, systematic plan-drawings, perspective.

The Higher Analysis.—Including differential and integral calculus.

Principles of Statics and Dynamics.—Hydrostatics and hydrodynamics.

Principles of Resolution and Composition of Forces.—Of mechanical structures, mechanical powers, friction, strength of materials.

Theory of Naval Construction.—Including principles of displacement, tonnage, buoyancy, stability, stiffness, speed, ease of motion, and seagoing qualities.

Theory of Resistance.—Forms of least resistance, measure of resistance, principles of screw propulsion, paddle-wheels, propellers in general.

Principles of Practical Shipbuilding.—Including strength, selection, and conversion of materials; laying off, erection, fastening, launching, and fitting.

Principles of Naval Equipment.—Including masting, sails, rigging, boats, anchors, and cables, windlass and capstan, magazines, artillery, ammunition, fittings for ship's company and crew, stores, store-rooms, &c.

Elements of Machinery.—Simple machinery and tools, compound machinery, the steam-engine and its applications, marine steam-engine, marine boiler.

Plan Drawing, in Three Dimensions.—Of parts of ships and elements of machinery.

Naval Design and Calculations.—Comprehending the formation of a complete working design of a ship in all her parts and equipment, a complete set of calculations of qualities and cost, and a complete specification.

Marine Engine Design and Calculation.—Including the formation of a design for a marine engine with all its details, a calculation of all its parts, and an estimate of its working power and cost.

Naval Artillery.—A course of gunnery and projectiles.

Bookkeeping.—Dockyard labour accounts.

COURSE OF PRACTICAL WORK.

1. Practical wood shipbuilding, in public or private dockyards.
 2. Practical iron shipbuilding, in public or private dockyards.
 3. Mechanical engineering, in public or private dockyards.
 4. That six winter months of three years form the course of study above indicated, at the School of Naval Architecture.
 5. That six summer months of three years be devoted to—1, practical wood or iron shipbuilding in a dockyard; 2, practical engine and boiler building in a dockyard; 3, to the complete formation of the design of a ship, with all her calculations, in a dockyard.
 6. Six months' practical work at sea on board ship, making reports and observations on the working parts and qualities of a ship.
 7. Systematic examination of establishments near London during the session.
22. March 1864.

Mr. Cole to Sir J. S. Pakington.

Sir,

7 April 1864.

I AM directed by the Lords of the Committee of Privy Council on Education to convey to you their thanks for your communication of the 23d ult., and to state that they will be very happy to receive any suggestions as to either the conditions of first admission to the School of Naval Architecture, or as to the ultimate proofs and certificates of competency which the students may seek to obtain.

I have, &c.
(signed) Henry Cole.

The Right Hon. Sir J. S. Pakington, Bart., M. P.,
41, Eaton-square.

Sir J. S. Pakington to Mr. Cole.

41, Eaton-square, S. W.,

6 May 1864.

Sir,

IN reply to your communication of 7th April, I have the honour to enclose, for the information of the Lords of the Committee of Privy Council on Education, the suggestions which have been drawn up by the Council of the Institute of Naval Architects, with respect to the conditions of first admission to the School of Naval Architecture, and the ultimate proofs and certificates of competency which the students may seek to obtain.

I have, &c.
(signed) John S. Pakington.

Henry Cole, Esq.

(Enclosure.)

SCHOOL OF NAVAL ARCHITECTURE.

I.—CONDITIONS OF ADMISSION.

THE age of 18 is the youngest at which students should be admitted. No student should be admitted who has not been well instructed in elementary mathematics.

It is necessary that students who enter the school with a view to the profession of naval architect or marine engineer, and who are not Admiralty students, should produce, when they enter the school, satisfactory proof of their having practically worked in a dockyard or engineer's establishment for three years, or of their having made such arrangements as shall ensure to them access to such an establishment during the period of their connection with the school.

Before a candidate is admitted to the course of study designed for professional students, he should pass a preliminary examination sufficient to test not only his knowledge of elementary mathematics, as above indicated, but also his general education.

II.—CLASSES OF STUDENTS.

THE School of Naval Architecture is intended for three classes of persons:

1. Naval architects and practical shipbuilders in wood and iron.
2. Marine engineers and engineers of the royal and mercantile navies.
3. Naval officers.

III.—PROOFS AND CERTIFICATES OF COMPETENCY.

1. FOR the first class, a thorough professional course of study in the school, with alternate study in the dockyards, of at least three years is necessary.

On leaving the school, a certificate should be given to the successful student that he is able to design, build, and equip a ship of war or merchant ship. This certificate will, in fact and in form, be conferring on the student a degree in naval architecture.

This certificate of graduate in naval architecture will qualify the pupil for admission into a naval architect's office, as assistant in designing a ship, or to a shipbuilding yard as an assistant or foreman shipwright.

2. For marine engineers only a partial course of study will be necessary. The courses, comprehending the construction of steamships, their propellers and their engines and boilers, theoretically and practically, will be sufficient for their use; and they will not become graduates in naval architecture. They should have a certificate as engineering students of one or of two years' standing.

This certificate would form a recommendation for employment as assistant draughtsman or foreman engineer in an engineering establishment, or as a marine engineer afloat.

3. Naval officers have long expressed their desire to make themselves acquainted with the principles of naval architecture and marine engineering, feeling that they require to be familiar with the construction as well as the use both of the ships and the engines which they have to command; it will, therefore, afford them professional advantages to have attended those parts of the course of study in the School of Naval Architecture which they would most bring into use.

Their certificate would be that of naval students in the School of Naval Architecture.

Mr. McLeod to Sir J. S. Pakington, Bart., M.P.,

Sir,

10 May 1864.

I AM directed to acknowledge the receipt of your letter of the 6th inst., and to thank you for the suggestions relative to the School of Naval Architecture drawn up by the Council of the Institute of Naval Architects, which I am to state will receive their Lordships' best consideration.

I have, &c.

The Right Honourable
Sir J. S. Pakington, Bart., M.P.
41, Eaton-square, S.W.

(signed) *Norman McLeod*,
Assistant Secretary.

REPORT ON THE ROYAL SCHOOL OF NAVAL ARCHITECTURE AND MARINE
ENGINEERING.

Science and Art Department, South Kensington,
19 April 1864.

My Lords,

WE have the honour, in accordance with the instructions contained in your Lordships' Minute dated 26 February, to submit the following proposal for the Royal School of Naval Architecture. This report has been drawn up in concert with Mr. Reed, Chief Constructor of the Navy, who has been deputed by the Board of Admiralty to confer with us on the subject. Some of the arrangements have exclusive reference to the Admiralty, whilst others have been already determined on by your Lordships. We have, however, recapitulated them, with a view of rendering our recommendations, and the scheme as a whole, more intelligible.

2. The school will be at South Kensington, under the entire management and control of the Science and Art Department of the Committee of Council on Education.

3. The Admiralty propose to send a certain number of pupils, the cost of whose instruction will be defrayed by that department, to this school for instruction. And the Admiralty bear the risk of the school until it becomes self-supporting.

4. The Admiralty prescribe the course of instruction they desire to have imparted to their pupils, and appoint officers to examine them on their behalf, and report direct to them.

5. The public are also admitted to this school, under regulations fixed by the Science and Art Department.

6. Taking this as the basis of the school, we would recommend that the school should have a yearly winter session, at South Kensington, of six months, from November to April.

7. During the summer months, practice in the dockyards will take place. It might be found advisable that arrangements should be made for the Admiralty pupils visiting private yards, and such of the private pupils as wish it visiting the Royal dockyards and workshops, under such regulations as the Admiralty may from time to time approve, thereby bringing the experience gained in each to the advantage of the country.

8. The following course of instruction for the Admiralty pupils, having been submitted by Mr. Reed, has, he informs us, been approved by the Admiralty:—

COURSE OF INSTRUCTION for the ADMIRALTY PUPILS while at the ROYAL SCHOOL OF
NAVAL ARCHITECTURE AND MARINE ENGINEERING, *South Kensington.*

1. Pure Mathematics; including Trigonometry, Parts of the Differential and Integral Calculus, Differential Equations, Calculus of Variations and Finite Differences, Descriptive Geometry, Co-ordinate Geometry, and Higher Geometry of Curves and Surfaces.

2. Applied Mathematics; including—

(a.) Mechanics, Hydrostatics, Hydrodynamics, Strength of Materials, and Theory of Structures and Machinery.

(b.) Theory of Fluid Resistance and Waves.

(c.) Theory of Design, Construction, and Behaviour of Ships.

(d.) Theory of Steam, and of Design and Construction of Steam Engines.

(e.) Theory of Marine Propulsion.

3. Physics; of Heat, Light, Electricity, and Magnetism.

4. Chemistry (Inorganic) and Chemical Analysis.

5. Metallurgy. (A special course on the Metallurgy, Chemistry, and physical properties of iron, copper, zinc, lead, &c.)

6. Principles of Machinery.

7. Mechanical Drawing; including Practical Geometry (Plane and Descriptive), Machine Drawing, Ship Drawing and Calculations, and Laying off.

8. Practical

8. Practical Design of Ships and Engines.

9. Practical Construction of Ships and Engines, Naval Equipment, Management of Engines, Practical methods of finding Ships' Centres of Gravity, Tonnage, &c.

10. Naval Artillery.

11. Book-keeping and Dockyard Accounts.

12. Freehand Drawing.

13. French.

9. The instruction in subjects, 3, 4, 5, and 6 should be principally by lectures. This mode of instruction should also be employed to illustrate portions of the other subjects.

10. The Council of the Institution of Naval Architects have been applied to for advice with respect to the course of study for private pupils. The course given in s. 8 has been carefully compared with the syllabus forwarded by them. It does not differ in any essential particulars. We can, therefore, confidently recommend it for the private pupils as well as those of the Admiralty.

11. The courses of lectures, as distinct from the courses of study, should be given, as far as may be convenient, in the evening, so as to afford the greatest opportunities for the attendance of persons other than those who are going through the full course of instruction, and who would probably be engaged during the day.

12. The Science and Art Department will be in a better position to judge after a few years' experience, of the requirements of the public. We do not recommend that any pass examination for entrance should, for the present, be enforced for private pupils, though no doubt in time it may be necessary. Care should be taken, however, that any want of preliminary knowledge on the part of such pupils should not militate against the progress of others who are more advanced.

13. We recommend that diplomas should be given to all persons who pass the final examinations of the school, whether they have received their instruction at the school or not. These diplomas should be of two grades, according to the success of the candidate in the examination, the title of the higher grade being fellow, and of the lower, graduate of the Royal School of Naval Architecture.

14. We concur in the recommendation of the Institution of Naval Architects, that the scale of fees from private pupils should be 25*l.* for each six months' course of instruction, and 5*l.* for the corresponding course of lectures; and that the public be admitted (when practicable) to the courses of lectures on the payment of fees to be hereafter determined.

15. We would also recommend, that two free studentships, tenable for three years, should be given annually in competition, if qualified candidates come up. Perhaps the private shipbuilders of the country may be induced, through the Institution of Naval Architects, to endow some of these free studentships with scholarships to support the students while at the school.

16. The subjects of the competitive examination, with the number of marks attached to each, should be as follows:—

	Marks.
1.* Pure Mathematics; including Arithmetic, Geometry—Plane and Descriptive, Trigonometry, and the Elements of the Differential and Integral Calculus	2,500
2.* Theoretical Mechanics, or Applied Mathematics	1,000
3. Practical Mechanics	750
4. Practical Shipbuilding	1,000
5. Steam	750
6. Physics	500
7. Chemistry	500
8. Mechanical Drawing	750
	All

* In these subjects at least half marks should be required.

All the subjects, with the exception of practical shipbuilding, are at present included in the May examinations of the Science and Art Department. They will, therefore, serve for the competition. The syllabuses of the subjects are given in the Directories for Science and Navigation Schools.

17. The school may, we believe, be well commenced with the following staff.

	£.
1. A Principal, who, besides the administrative power and experience necessary to inaugurate such a school as this, should possess the highest mathematical attainments. On him the instruction in this branch will principally devolve. It will also be very desirable, if not essential, that he should possess a fair general knowledge of experimental science. His salary, with a share of the fees from the private students, should be guaranteed not less than - - - - -	500
2. A Master, who should be fully competent to assist the pupils in the subjects of experimental science, to teach the geometrical drawing, and perhaps assist the Head Master with the mathematical instruction of the less advanced pupils. A salary, besides a share of fees, guaranteed not less than - - - - -	200
3. An Instructor in Ship Drawing and Practical Construction, etc. -	150
4. An Instructor in Machine Drawing and Practical Marine Engine Construction - - - - -	150
5. Lectures on Physics, Chemistry, Metallurgy, and Machinery—it is very desirable that arrangements should, if possible, be made by the Science and Art Department for the short courses of lectures on the above subjects being given by the Professors of the Royal School of Mines—besides fees from private pupils - - - - -	250
6. Lectures on Naval Architecture and Steam, besides fees from private pupils - - - - -	250
7. Instructor in Practical Chemistry - - - - -	100
8. Instructor in French - - - - -	100

The above estimate can only be considered provisional, and the staff will probably require additions as the school increases, but experience must determine in what way.

18. It is extremely desirable that the arrangements for commencing the school should be taken in hand at once, but, until the foregoing outline has received the sanction of your Lordships, we have not thought it advisable to enter further into details which may better be considered after the Principal has been appointed, and is prepared to enter on his duties.

We have, &c.

(signed) *J. F. D. Donnelly*, Capt. R.E.
Joseph Woolley.

I concur in the above report.

E. J. Reed.

The Right Honourable the Lords of the
Committee of Council on Education.

— II. —

RETURN FROM THE ADMIRALTY.

Lord *Clarence Paget* to Mr. *Cole*.

Sir,

Admiralty, 26 January 1864.

HAVING laid before my Lords Commissioners of the Admiralty your letter of the 20th ultimo, on the subject of the establishment for a College of Naval Architecture; I am commanded to acquaint you, for the information of the Lord President of the Council, and the Lords of the Committee of Council on Education, that my Lords, after due consideration of this matter, are of opinion that the sum of two thousand three hundred pounds will be sufficient to meet the expenses of the present year, and they have inserted that sum in the Navy Estimates of 1864-65.

£. 2,300.

I am further to acquaint you that my Lords have given instructions to the Controller of the Navy to place himself in communication with you, with a view to the detail requisite to be carried out in the formation of the proposed college.

I am to add that my Lords think it will be preferable to give this institution the title of "school" rather than "college."

Henry Cole, Esq., &c., &c., C. B.,
Council of Education.

I am, &c.
(signed) *C. Paget*.

Lord *Clarence Paget* to Mr. *Cole*.

Sir,

Admiralty, 15 February 1864.

I AM commanded by my Lords Commissioners of the Admiralty to acquaint you that they have directed Mr. E. J. Reed, the Chief Constructor of the Navy, to put himself in communication with Dr. Woolley, and such other gentlemen as may be appointed by the Education Department, with a view of arranging the details of the proposed School of Naval Architecture.

Henry Cole, Esq., C. B.,
Department of Science and Art.

I am &c.,
(signed)

Mr. *MacLeod* to the Secretary of the Admiralty.

My Lord,

1 March 1864.

I HAVE the honour to acknowledge the receipt of your Lordship's letter of the 15th ult., stating that Mr. Reed, the Chief Constructor of Her Majesty's Navy, had been instructed to communicate with Dr. Woolley and any other officers whom this Department might select in order to arrange the details of the proposed School of Naval Architecture.

I am directed by my Lords of the Committee of Council on Education to inform you that they have instructed Captain Donnelly, R. E., Inspector for Science to this Department, and Dr. Woolley to prepare a scheme on behalf of this Department for their approval.

The Secretary to the Admiralty.

I have, &c.
(signed) *Norman MacLeod*.

Mr. Cole to Lord Clarence Paget.

My Lord,

Council Office, 12 May 1864

I AM directed by the Lords of the Committee of Privy Council on Education to transmit to you, for the information of the Lords Commissioners of the Admiralty, six copies of the report on the proposed School of Naval Architecture, which has been prepared by Dr. Woolley and Captain Donnelly, R. E., for the information of the Lord President, and concurred in by Mr. Reed.

Their Lordships direct me to state that they are prepared to take immediate measures for organizing the details of instruction, and preparing the premises for the school. To enable them to do so, they suggest that the Lords Commissioners of the Admiralty should pay to this Department an imprest of one thousand pounds.

Lord Clarence Paget, C. B., and M. P.

I have, &c.
(signed) *Henry Cole.*

Lord Clarence Paget to Mr. Cole.

Sir,

Admiralty, 26 May 1864.

IN reply to your letter of the 12th inst., requesting an imprest of 1,000 l. on account of the proposed School of Naval Architecture, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that the Accountant-General has been directed to pay that amount.

H. Cole, Esq., C. B.,
Department of Science and Art,
South Kensington.

I am, &c.
(signed) *C. Paget.*

(Circular.)

ADMIRALTY INSTRUCTIONS to the DOCKYARDS.

(School of Naval Architecture.)

Admiralty, 17 June 1864.

MY LORDS Commissioners of the Admiralty, having decided to adopt measures for imparting to some of the most intelligent of the dockyard apprentices and engineer students, a more advanced and liberal education than the present dockyard schools are capable of furnishing, have arranged, in conjunction with the Committee of Council of Education, to establish a school of naval architecture, for the training of naval architects for private as well as for the public service.

The school will be situated at South Kensington, and it will be under the management of the Committee of Council.

The Admiralty pupils will be selected chiefly from the dockyards, by competitive examination, the detailed arrangements for which are set forth on the other side.

Six months of each year, viz., from November to May, will be devoted to study at the school, and the remaining six months to actual work and the acquirement of practical knowledge in the dockyards; and while the students are away from their yards, they will be granted a subsistence allowance of 3s. per diem in addition to their wages.

My Lords anticipate that this school will be the means of supplying a staff of highly efficient officers for the dockyards, and engineers for the navy; but it is to be distinctly understood that promotion in the service will be made to depend solely on the ability and good conduct which they may be found to exhibit in competition with others, after the completion of their education at the school.

By command of their Lordships,

C. Paget.

1. The examinations will take place every year, commencing on the first Tuesday in July, and extending over four days.

2. All shipwright apprentices who have served not less than four years, nor more than six years, and all engineer students who have served not less than three years, nor more than five years, will be eligible for selection after the present year; and for the present year all shipwright apprentices who have served four years, and all engineer students who have served three years, will be eligible.

3. The subjects of examination and number of marks assigned, will be as follow :—

Pure mathematics, including arithmetic, mensuration, plane and descriptive geometry, plane trigonometry, and elements of the differential and integral calculus	-	-	-	-	-	-	-	-	-	-	-	2,500
Applied mathematics, including mechanics and hydrostatics	-	-	-	-	-	-	-	-	-	-	-	1,000
Practical shipbuilding, including laying off (for shipwright apprentices only)	-	-	-	-	-	-	-	-	-	-	-	2,500
Practical marine engineering (for engineer students only)	-	-	-	-	-	-	-	-	-	-	-	2,500
French	-	-	-	-	-	-	-	-	-	-	-	500
Elements of physics and chemistry	-	-	-	-	-	-	-	-	-	-	-	750
English grammar and composition	-	-	-	-	-	-	-	-	-	-	-	750
Geography and history	-	-	-	-	-	-	-	-	-	-	-	750

4. The questions for the examination in shipbuilding and marine engineering, will be prepared by the Controller of the Navy, and those in mathematics, &c., by Dr. Woolley, and will be forwarded by the Controller of the Navy to the dockyards the day previous to that on which the examinations are to be held.

5. The questions, with the answers of the several apprentices and engineer students, are to be transmitted to the office of the Controller of the Navy as soon as the examinations have been completed, for the purpose of being valued.

Note.—The number of pupils to be entered in the present year, 1864, will be—

Eight shipwrights and eight engineer students.

SCHOOL OF NAVAL ARCHITECTURE.

COPY of CORRESPONDENCE between the Admiralty and Department of Science and Art respecting the System of Education for the proposed SCHOOLS of NAVAL ARCHITECTURE, and the REGULATIONS which have been issued for the proposed School.

(*Mr. Augustus Smith.*)

*Ordered, by The House of Commons, to be Printed,
20 June 1864.*

RETURN to an Order of the Honourable The House of Commons,
dated 12 February 1864;—for,

ANNUAL ACCOUNT “ of EXPENSE of SHIPS, 1862-63.”

EXPENSES incurred on HER MAJESTY’S SHIPS BUILDING, CONVERTING,
REPAIRING, FITTING, &c., during the Financial Year 1862-63.

DEBTOR and CREDITOR ABSTRACT ACCOUNT of CHARGES incurred in HER
MAJESTY’S DOCKYARDS and at the ADMIRALTY for Works upon Ships and
Services during the Year ended the 31st March 1863, as per accompanying
DETAILED STATEMENTS, and APPENDIX; together with a REPORT thereon
from the Accountant General of the Navy, dated 12 February 1864.

Admiralty, }
12 February 1864. }

C. H. PENNELL,
Chief Clerk.

Ordered, by The House of Commons, to be Printed,
12 February 1864.

(No. 250.)

Admiralty, Somerset House, W. C.,
12 February 1864.

I BEG to forward herewith an account of the expenses incurred on Her Majesty's ships building, converting, repairing, fitting, &c. in Her Majesty's dockyards and by contract, during the financial year ended the 31st March 1863, in order that the same may be laid before Parliament in accordance with the course pursued with respect to similar accounts for previous years.

This account has been prepared upon the same basis and data as that for the year 1861-62; and as the Report of the 24th March 1863, which accompanied that account on its presentation to Parliament, entered so fully into the principles and details of its preparation, it appears to be only necessary to refer in general terms to the identification therewith of the present account as to form and classification.

The expenditure shown in this account for labour and materials incurred upon the several ships and services has been authenticated, as regards its appropriation, as well as the accuracy of the valuation of the materials, by the several responsible principal officers of the dockyard; and as respects the amount paid for labour, it has not only been subjected to an independent audit, but it likewise agrees with the amount taken credit for in the Navy Finance Accounts on account of wages paid at the several dockyards upon the services.

I beg to state that upon my visitation in the course of last year to the several dockyards, I satisfied myself that the supervision, on the part of the principal officers, of the classification, and the amount of the expenditure upon the several vouchers, was regarded as an act of personal responsibility.

The same per-centage charges for deterioration by use of stores, spauls, staging, &c., have been maintained in the present account, and the incidental expenses have been appropriated on the commercial principle of charging *pro rata*, according to the outlay or cost of each ship.

No direct charge has been included in this account for the salaries of the officers of the yard, such at present forming part of the 10 per cent. added to the cost of articles manufactured in the yards and issued for ships and services.

The detailed statement of expenditure incurred on account of Her Majesty's ship "Achilles" has been continued in the Appendix, at page 58.

With reference to the paragraph in the Report before quoted, of the 24th March 1863, in which it is stated that great improvement would, no doubt, be effected in the account of expense of ships when the instructions then in course of preparation were brought into operation, I beg to state that their Lordships, by their order of the 3d September 1863, upon the joint submission of the Storekeeper General and myself, as to the arrangements for, and expense of the valuation of stock in Her Majesty's dockyards, on the 1st October 1863, directed that the valuation of stock and the necessary surveys were to be postponed until the end of the financial year, and that Mr. Stansfeld, the Civil Lord presiding over my department, would consider the measures proposed to be adopted for valuing stock during his approaching visit to Portsmouth Yard, on which occasion he would also revise the proposed new regulations for keeping the expense accounts.

As the result of these inquiries, Mr. Stansfeld having satisfied himself as to the practicability of valuing the stock of timber and timber materials and stores in the several dockyards, their Lordships have been pleased, by their order of the 19th January 1864, to approve of such valuation being taken on the 1st April next, and by their further order of the 3d instant have sanctioned the proposed instructions to be observed in such valuation.

Although, therefore, the postponement of the actual valuation has taken place from the 1st October 1863 to the 1st April 1864, the interval has admitted of preliminary arrangements being made, which will not only facilitate the survey valuation, but conduce to the economy of its operation.

As a further consequence of Mr. Stansfeld's investigations into dockyard accounts and economy, an extension and a modification have been made in the
new

new regulations, which have been framed for the preparation of the dockyard and factory accounts of expenses upon ships, services, and conversions, and which it is proposed to bring into operation on the 1st April next.

The chief objects sought to be obtained in these regulations are to ensure in the future preparation of these accounts that the charges should be rendered upon an uniform principle; that all arbitrary or per-centage charges should be discontinued, and that the expenses exhibited in these accounts should represent either a direct or an indirect charge against the particular ship or service, and thus afford upon all common points of agreement a comparison of the expenditure for ships building and manufacturing operations in Her Majesty's dockyards with that incurred in private trade.

It is further intended, as a consequence of the valuation of the stock of timber, timber materials, and stores in the several dockyards on the 1st April 1864, to keep a continuous record of the value of the receipts and issues of stock, so as, at the expiration of each year, to be enabled to show under certain general heads the several transactions throughout the year, as well as the value of the remains of stock at the end of the year.

It only remains for me to observe that the balance-sheets of manufacturing operations and of conversions of timber at the several dockyards and steam factories at home for 1862-63, are in course of tabulation, and will be forwarded shortly to their Lordships for presentation to Parliament. They are being abstracted in such a form, and under such uniform classification of manufactured articles as will admit of similar operations at the several yards being compared as to general results; and by the introduction into such balance-sheets of the rate-book prices of the articles manufactured or timber converted, the cost of the conversions at each yard can be compared with the rates at which the stores and timber are issued to ships. The discrepancies, if any, which may be apparent upon such comparison will in future be materially adjusted by the correction of the rate-book, now in course of revision, and by its future annual revision.

J. Beeby,
Accountant General.

The Secretary of the Admiralty.

DEBTOR and CREDITOR ABSTRACT ACCOUNT of CHARGES incurred in HER MAJESTY'S DOCKYARDS,
31st March 1863, as per accompanying

DR.

DESCRIPTION.	Page of Detailed Statement.	Materials.	Labour.	Per Centage for Deterioration by Use of Stores, Spauls, Staging, &c.	Proportion of Incidental Expenses Charged <i>pro rata</i> .	TOTAL.
To Charges incurred under the following Heads, viz. :—		£.	£.	£.	£.	£.
No. 1. Ships and Vessels building in Her Majesty's Dockyards - - - - -	6	149,378	59,679	1,668	7,748	218,473
No. 2. Ships or Vessels built or building by contract, or purchased - - - - -	8	* 778,899	-	-	-	778,899
No. 3. Ships, commenced as wooden ships, converted into iron cased vessels while building - - - - -	9	386,552	112,521	11,692	53,947	564,712
No. 4. Ships, commenced as sailing ships, and converted into screw ships while building - - - - -	10	300	-	-	-	300
No. 4A. Wooden ships, converted into iron cased cupola ships - - - - -	10	28,409	11,062	1,346	6,539	47,356
No. 5. Ships, launched as sailing ships, and subsequently converted into screw steam ships - - - - -	10	10,596	441	62	279	11,378
No. 6. Steam ships and vessels, fitting out, re-fitting, repairs, and maintenance, in commission and reserve - - - - -	11	454,163	243,316	9,755	177,732	884,966
No. 7. Steam vessels, permanently employed as troop, store, or surveying vessels, tenders, yachts, &c., fitting out, re-fitting, repairs, and maintenance - - - - -	37	79,043	42,868	1,281	19,839	143,031
No. 8. Sailing ships and vessels, fitting out, re-fitting, repairs, and maintenance, in commission and reserve - - - - -	39	11,600	3,781	141	4,365	19,887
No. 9. Sailing vessels, permanently employed as troop, store, or surveying vessels, tenders, yachts, &c., fitting out, re-fitting, repairs, and maintenance - - - - -	43	48,210	6,280	305	6,068	60,863
No. 10. Fitting and maintaining hulks - - - - -	47	2,381	3,031	102	1,340	6,854
No. 11. Breaking up old ships and vessels - - - - -	50	{ (net credit of £. 13,626 abated below †) }	1,874	36	253	2,163
No. 12. Building and maintenance of yard craft, coal depôts, steam tugs, and boats for yard service (not in commission) - - - - -	51	42,344	26,216	903	10,395	79,858
		£. 1,991,875	511,069	27,291	288,505	2,818,740
Abate, Net credits for materials returned on Item, No. 11, breaking up old ships and vessels - - - - -	50	† 13,626	-	-	-	13,626
		£. 1,978,249	511,069	27,291	288,505	2,805,114
To stores supplied and workmanship performed at Her Majesty's Dockyards for other branches of the naval service; for other departments of Government, private individuals, and foreign Governments, repaid the Admiralty - - - - -	-	71,223	6,498	-	-	77,721
To materials issued and workmanship performed at Her Majesty's Dockyards in making and repairing machinery for permanent or fixed yard plant - - - - -	-	36,136	22,398	-	-	58,534
To stores issued and workmanship performed at Chatham Yard, for special, permanent, or fixed plant for Her Majesty's Ship "Achilles," and other iron vessels - - - - -	-	1,988	656	-	-	2,644
(For details, see Appendix, p. 58, No. 1.						
TOTAL - - - - -	£.	2,087,596	540,621	* 27,291	288,505	2,944,013

Note.—The incidental expenses which are shown distinctly on the debit side of the above account, so as to exhibit the amount
The Amounts paid to contractors and others for Ships built or purchased, repaired and fitted, and in which charges

* The sum of 113 £. on account of Per Centage Charges on work done at the Dockyards,

Admiralty, }
12 February 1864. }

and at the ADMIRALTY, for Works upon SHIPS and SERVICES during the Year ended the Detailed Statements, and Appendix.

CR.

DESCRIPTION.	Materials.	Labour.	Per Centage for Deterioration by Use of Stores, Spauls, Staging, &c.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
By Expenditure at the following Dockyards at Home and Abroad, viz.:—				
Deptford - - - - -	35,433 - -	30,731 - -	1,597 - -	67,761 - -
Woolwich - - - - -	153,356 - -	86,927 - -	3,961 - -	244,244 - -
Chatham - - - - -	246,273 - -	136,535 - -	4,841 - -	387,649 - -
Sheerness - - - - -	123,161 - -	81,629 - -	1,965 - -	206,755 - -
Portsmouth - - - - -	195,280 - -	168,419 - -	6,016 - -	369,715 - -
Devonport - - - - -	212,992 - -	142,009 - -	4,413 - -	359,414 - -
Pembroke - - - - -	106,545 - -	51,566 - -	4,188 - -	162,299 - -
Gibraltar - - - - -	2,279 - -	1,274 - -	18 - -	3,571 - -
Malta - - - - -	19,912 - -	15,045 - -	210 - -	35,167 - -
Halifax - - - - -	13,823 - -	4,018 - -	65 - -	17,906 - -
Bermuda - - - - -	16,881 - -	5,498 - -	51 - -	22,430 - -
Antigua - - - - -	204 - -	468 - -	- - -	672 - -
Jamaica - - - - -	8,450 - -	5,060 - -	79 - -	13,589 - -
Cape of Good Hope - - - - -	10,952 - -	872 - -	- - -	11,824 - -
Trincomalee - - - - -	2,437 - -	594 - -	- - -	3,031 - -
TOTAL EXPENDITURE at Her Majesty's Dockyards - - £.	1,147,978 - -	730,645 - -	27,404 - -	1,906,027 - -
By Payments at the Admiralty, and allowed in Cash Accounts for the undermentioned Services, &c.:—				
For Steam Machinery, Boilers, &c., supplied by Contractors -	399,905 - -	- - -	- - -	399,905 - -
For Payments to Contractors, on account of Vessels purchased or built -	547,105 - -	- - -	- - -	547,105 - -
For Payments for Ships repaired at Private Yards - -	35,582 - -	- - -	- - -	35,582 - -
For Payments for Coast Guard Tenders at Private Yards -	304 - -	- - -	- - -	304 - -
For Purchases of Stores by Captains, Consuls, &c., for Repairs, &c., of Her Majesty's Ships - - - - -	10,695 - -	- - -	- - -	10,695 - -
For Stores supplied for Ship Services by other Departments of Government - - - - -	300 - -	- - -	- - -	300 - -
For Expenditure for the Wages of the Metropolitan Police Force employed in Her Majesty's Dockyards - - -	- - -	31,159 - -	- - -	31,159 - -
For Allowances to Clerks employed on the General Survey of Stores in the Dockyards - - - - -	- - -	441 - -	- - -	441 - -
For Payments to Captain Coles, R. N., for Travelling Expenses, &c., while superintending the application of his Cupola Shields to H.M. ships "Prince Albert" and "Royal Sovereign" - - - - -	- - -	478 - -	- - -	478 - -
For Payments on account of Naval Experiments - - -	- - -	12,017 - -	- - -	12,017 - -
TOTAL - - - £.	2,141,869 - -	774,740 - -	*27,404 - -	2,944,013 - -

of such expenses over the several Ships, are on the credit side, included in the amounts for "Materials" and "Labour."

for labour are not distinguished from those for stores, have been shown under the column for "Materials."

is included in the amount shown under "Materials" against Class No. 2.

J. Beeby,
Accountant General of the Navy.

1862-63.

No. 1.

SHIPS AND VESSELS BUILDING IN HER MAJESTY'S DOCKYARDS.

Note.—The Figures printed in *Italics* show the Amount of Credits for Stores, &c. returned.

N A M E of S H I P.	Num- ber of Guns.	Ton- nage.	Horse Power.	Where Built.	When laid down.	Proportion of Progress during the Financial Year 1862-63.	Expenditure at the Dockyards on the Hull.						Amount Paid at the Admiralty for Machinery.	Total Expense incurred during the Year 1862-63.	Amount Expended on Hull and Machinery prior to the Year 1862-63.	Total Expenditure on each Ship to 31 March 1863.	R E M A R K S.	
							Charges on Expenditure.			TOTAL.								
							Materials.	Labour.	Per-centage for Deterioration, by use of Stores, Spauls, Staging, &c.		Proportion of Incidental Expenses charged <i>pro rata</i> .							
							£.	£.	£.	£.	£.	£.	£.	£.	£.			
Achilles * (Armour plated Iron Ship.)	1	20	6,121	1,250	Chatham	-	71,320	39,224	-	-	-	110,544	27,245	137,789	62,921	200,710	1	Building in a dock.
Africa	2	4	669	150	Devonport	-	415	343	12	54	6	6	2,109	2,163	22,135	24,298	2	Launched 29 Mar. 1862; sold to the Chinese Government, 13 Aug. 1862.
Alberta	3	-	391	160	Pembroke	-	486	183	20	91	780	4,180	3,400	4,180	-	4,180	3	
Bittern	4	4	669	150	Devonport	-	68	31	3	14	116	116	-	116	2,787	2,903	4	Work suspended.
Bruizer	5	2	268	60	Portsmouth (Haslar Slip.)	-	8	33	1	6	48	48	-	48	1,437	1,485	5	Work suspended.
Bulwark	6	81	3,716	800	Chatham	-	249	-	7	-	256	256	-	256	56,039	55,788	6	Work suspended.
Cherub	7	2	268	60	Portsmouth (Haslar Slip.)	-	7	23	1	3	20	20	-	20	2,400	2,420	7	Work suspended.
Columbine	8	4	672	150	Deptford	-	507	352	26	119	1,004	3,023	2,019	3,023	22,000	25,023	8	Launched 2 April 1862.
Cromer	9	2	268	60	Portsmouth (Haslar Slip.)	-	18	24	1	6	49	49	-	49	1,375	1,424	9	Work suspended.
Dryad	10	39	3,027	600	Portsmouth	-	479	1	-	-	478	478	-	478	44,602	44,424	10	Work suspended.
Enchantress	11	1	835	250	Pembroke	-	7,456	5,076	377	1,770	14,679	15,867	1,188	15,867	18,815	34,982	11	Launched 2 Aug. 1862.
Endymion	12	36	2,478	500	Deptford	-	300	1	-	-	299	299	-	299	20,190	19,891	12	Work suspended.

Enterprise (Armour plated Sloop.)	13	4	990	100	Deptford	-	5 May 1862 (as an iron- cased Sloop.)	51 8	13,200	5,407	559	2,568	21,734	8,000	29,734	2,900	32,724	13
Harlequin	14	6	950	200	Portsmouth	-	13 Feb. 1861	-	9	1	-	1	11	-	11	15,364	15,375	14
Helicon	15	1	835	250	Portsmouth	-	30 May 1861	-	819	377	37	171	1,404	-	1,404	17,728	19,132	15
Jaseur	16	5	427	80	Deptford	-	7 Jan. 1861	-	965	1,427	73	335	2,800	1,110	3,910	12,929	16,839	16
Kent	17	81	3,716	800	Portsmouth	-	Not laid down	-	53	-	-	-	53	-	53	138	85	17
Minstrel	18	2	268	60	Portsmouth (Haslar Slip.)	-	17 Dec. 1860	-	-	22	1	2	25	-	25	2,267	2,292	18
Nassau	19	4	695	200	Pembroke	-	20 June 1860	-	46	35	2	11	94	-	94	19,685	19,779	19
Newport	20	5	425	80	Pembroke	-	17 Sept. 1860	-	-	48	2	8	58	10	68	6,901	6,969	20
North Star	21	22	1,857	400	Sheerness	-	13 July 1860	-	162	144	10	45	361	† 19,200	48,839	35,215	16,376	21
Orwell	22	2	208	60	Portsmouth (Haslar Slip.)	-	24 Dec. 1860	-	16	45	2	9	72	-	72	1,419	1,491	22
Psyche	23	2	885	250	Pembroke	-	8 Jan. 1861	-	305	398	32	154	819	1,137	1,956	33,079	35,035	23
Rattler	24	17	952	200	Deptford	-	28 Aug. 1860	-	670	75	22	105	872	1,055	1,927	34,756	36,683	24
Raindeer	25	6	950	200	Chatham	-	1 May 1860	-	1	-	-	-	1	-	1	24,237	24,238	25
Robust	26	81	3,716	800	Devonport	-	31 Oct. 1859	-	4,454	-	-	-	4,454	-	4,54	44,171	42,717	26
Royalist	27	11	669	150	Devonport	-	20 Oct. 1860	-	49	-	-	-	49	-	49	25,846	25,797	27
Salamis	28	-	835	250	Chatham	-	10 Aug. 1861	-	9,104	5,933	457	2,079	17,588	7,050	24,643	7,168	31,811	28
Sappho	29	6	950	150	Deptford	-	1 May 1861 (trimming timbers.)	-	66	-	-	-	66	-	66	3,306	3,240	29
Shearwater	30	4	669	150	Pembroke	-	2 April 1860	-	575	4	17	79	675	2,094	2,769	21,475	24,244	30
Sylvia	31	4	695	200	Woolwich	-	7 May 1860	-	197	213	13	59	482	25	507	21,436	21,943	31
Tartarus	32	4	695	200	Pembroke	-	25 Oct. 1860	-	7	17	-	2	12	-	12	16,216	16,228	32
Tweed	33	39	3,027	600	Pembroke	-	3 July 1860	-	4,393	-	-	-	4,393	-	4,393	19,827	18,432	33
Wolverine	34	21	1,703	400	Woolwich	-	14 April 1859	-	432	292	7	57	294	{ 350 } { + 10,100 }	10,674	63,487	74,161	34
TOTAL													1,668	47,752	218,473	684,341	902,814	

* For detailed statement of expenses incurred on the "Achilles," see Appendix, No. 1, p. 58.
† 192007, charged to this vessel in 1831-32 for machinery have been transferred to the "Favorite," to which vessel the engines were subsequently appropriated.
‡ This sum appeared in the Account for 1831-62 as advances on account of marine engines for the "Adventure," under No. 7. The engines were subsequently transferred to this vessel.
§ Our statement showing the cost of new materials and labor for the hull of the ship built at San Vicente, Dockyard, and launched during the year 1862-63, see Appendix No. 2, p. 89.

1862-63.

No. 2.

SHIPS AND VESSELS BUILT OR BUILDING BY CONTRACT, OR PURCHASED.

N A M E of S H I P.	Num- ber of Guns.	Tonnage.	Horse Power.	Name of Contractor.	Where Built or Building.	When laid down.	Expenditure on Hull.	Amount paid at the Admiralty for Machinery.	Total Expense incurred during the Year 1862-63.	Amount expended on Hull and Machinery prior to the Year 1862-63.	Total Expenditure on each Ship to 31st March 1863.	R E M A R K S.
Agincourt -	1 26	6,621	1,350	J. Laird & Sons -	Birkenhead -	30 Oct. 1861	£. 80,655	£. 62,000	£. 142,655	£. 12,352	£. 155,007	1 Launched 27 February 1861.
Black Prince -	2 41	6,169	1,250	R. Napier & Sons -	Glasgow -	12 Oct. 1859	6,625	-	6,625	322,239	328,864	2 Launched 24 April 1861.
Defence -	3 18	3,720	600	Palmer, Brothers -	Jarrow, Newcastle	14 Dec. 1859	15,493	-	15,493	209,075	224,568	3 Launched 16 January 1862.
Dromedary -	4 2	654	100	Samuda, Brothers -	Poplar -	25 July 1861	-	717	717	11,562	12,279	4 Launched 26 September 1862.
Fly (coast-guard cruiser).	5 cutter	60	-	Harvey & Sons -	Wivenhoe -	-	300	-	300	-	300	5
Hector -	6 34	4,089	800	Napier & Sons -	Glasgow -	8 Mar. 1861	51,601	8,380	59,981	157,285	217,266	6
King George (coast- guard cruiser).	7 cutter	60	-	Harvey & Sons -	Wivenhoe -	-	600	-	600	-	600	7
Midze (coast-guard cruiser).	8 cutter	60	-	D. Robinson -	Gosport -	-	600	-	600	-	600	8
Minotaur -	9 26	6,621	1,350	Thames Iron Shipbuilding Company.	Blackwall -	12 Sept. 1861	126,306	62,000	188,306	18,847	207,153	9
Northumberland -	10 26	6,621	1,350	C. J. Mare & Co. -	Millwall -	10 Oct. 1861	44,902	62,000	106,902	8,905	115,807	10
Orontes -	11 2	2,812	500	J. Laird & Sons -	Glasgow -	22 July 1861	34,151	2,275	36,426	59,007	95,433	11 Launched 22 November 1862.
Prince Albert -	12 5	2,529	500	Samuda Brothers -	Poplar -	29 April 1862	40,496	20,500	60,996	-	60,996	12
Resistance -	13 18	3,710	600	Westwood, Baillie, Camp- bell & Co.	Poplar -	21 Dec. 1859	11,262	-	11,262	213,047	224,309	13 Launched 11 April 1861.
Royal Charlotte (coast-guard cruiser).	14 cutter	129	-	John White -	Cowes -	-	600	-	600	-	600	14
Tamar -	15 2	2,812	500	Samuda, Brothers -	Poplar -	24 July 1861	31,381	1,900	33,281	57,138	90,419	15 Launched 5 January 1863.
Tyrian -	16 2	272	60	W. H. Courtenay -	Newhaven -	21 Nov. 1859	3,025	948	3,973	5,982	9,955	16 Launched 7 September 1861.
Valiant -	17 34	4,063	800	Westwood, Baillie, Camp- bell & Co. Thames Iron Shipbuild- ing Company.	Poplar -	1 Feb. 1861 24 Feb. 1862	103,482	6,700	110,182	119,911	230,093	17
TOTAL							551,479	227,420	778,899	1,195,350	1,974,240	

Including per-centage charges (113 £.), and *pro rata* proportion of incidental charges (268 £.) on work done at Her Majesty's Dockyards.

SHIPS COMMENCED AS WOODEN SHIPS CONVERTED INTO IRON CASED VESSELS WHILE BUILDING.

N A M E OF S H I P.	Number of Guns.	Tonnage.	Horse Power.	Where Built and Converted.	Commencement of		Expenditure at the Dockyards on the Hull.					Amount Paid at the Admiralty for Machinery.	Total Expense incurred during the Year 1862-63.	Amount Expended on Hull and Machinery prior to the Year 1862-63.	Total Expenditure on each Ship to 31 March 1863.	R E M A R K S.	
					Building.	Conversion.	Materials.	Labour.	Charges on Expenditure.								
									Per-centage for Deterioration by Use of Stores, Spauls, Staging, &c.	Proportion of Incidental Expenses charged <i>pro rata</i> .	TOTAL.						
Caledonia -	1	35	4,125	1,000	Woolwich	1 Oct. 1860	6 June 1861	£. 57,191	£. 20,141	£. 2,320	£. 10,385	£. 90,587	£. 27,300	£. 70,248	£. 188,135	1 Launched 24 Oct. 1862. "Favourite" was 2-8ths advanced as a wood corvette of 1,857 tons at the commencement of the Year, and during the year was advanced to 2½-8ths, as an armour-plated ship.	
Favourite -	2	10	2,186	400	Deptford	23 Aug. "	2 June 1862	6,285	4,060	310	1,425	12,080	{ 2,550 } *19,200	33,830	13,437	2	
Ocean -	3	35	4,047	1,000	Devonport	23 Aug. "	3 June 1861	29,903	19,971	1,548	7,085	58,507	27,300	85,807	74,999	3 Launched 19 Mar. 1863.	
Prince Consort - (late "Triumph.")	4	35	4,045	1,000	Pembroke	13 Aug. "	6 June "	47,712	15,043	1,906	8,720	73,381	27,800	101,181	103,969	4 Launched 26 June 1862.	
Research "Trent."	5	4	1,253	200	Pembroke	3 Sept. 1861	8 Sept. 1862	4,676	1,774	256	1,174	7,880	3,600	11,480	4,684	5 The building of "Trent," a wood sloop of 950 tons, was 7 of an 8th, completed at the beginning of the year; her frame was appropriated 1 Sept. 1862 for an armour-plated sloop named "Research," and during the year she was advanced to 2-8ths.	
Royal Alfred -	6	35	4,045	800	Portsmouth	1 Dec. 1859	22 June 1861	30,316	15,334	1,392	6,468	53,510	-	53,510	94,113	6 Launched 10 Sept. 1862.	
Royal Oak -	7	35	4,056	800	Chatham	1 May 1860	3 June "	60,996	25,234	2,605	11,925	100,760	3,400	104,160	216,326	7 "Zealous" was 1½ths advanced as a line-of-battle ship at the beginning of the year, and during the year was advanced 4½-8ths as an armour-plated ship.	
Zealous -	8	20	3,716	800	Pembroke	26 Oct. 1859	5 July 1862	32,473	10,964	1,355	6,215	51,007	5,850	56,857	64,390	8	
TOTAL										11,692	53,947	447,712	117,000	564,712	538,006	1,102,718	

* This sum appeared in the Account for 1861-62 as advances on account of engines for the "North Star." The engines were subsequently appropriated to the "Favourite."

SHIPS COMMENCED AS SAILING SHIPS, AND CONVERTED INTO SCREW STEAM SHIPS WHILE BUILDING.

No. 4.

NAME of SHIP.	Number of Guns.	Tonnage.	Horse Power.	Where Converted.	Commencement of		Expenditure at the Dock Yards on the Hull.				Amount paid at the Admiralty for Machinery.	Total Expense incurred during the Year 1862-63.	Amount Expended on Hull and Machinery prior to the Year 1862-63.	Total Expenditure on each Ship to 31 March 1863.	REMARKS.		
					Building.	Conversion.	Materials	Labour.	Charges on Expenditure.							TOTAL.	
									Per-centage for Deterioration, by use of Stores, Spauls, Staging, &c.	Proportion of Incidental Expenses charged <i>pro rata</i> .							
Hood	-	79	3,308	600	Chatham	-	£.	-	£.	-	£.	300	£.	123,526	£.	123,826	Launched, 4 May 1859. Balance on account of the Engines.

WOODEN SHIPS CONVERTED INTO IRON-CASED CUPOLA SHIPS.

No. 4 A.

NAME of SHIP.	Number of Guns.	Tonnage.	Horse Power.	Where Converted.	Conversion Commenced.	Expenditure at the Dock Yards on the Hull.					Amount paid at the Admiralty for Machinery.	Total Expense incurred during the Year 1862-63.	Amount Expended, during Conversion, on Hull and Machinery prior to the Year 1862-63.	Total Expenditure on each Ship to 31 March 1863.	REMARKS.
						Charges on Expenditure.			TOTAL.						
						Materials	Labour.	Per-centage for Deterioration, by use of Stores, Spauls, Staging, &c.	Proportion of Incidental Expenses charged <i>pro rata</i> .						
Royal Sovereign	5	3,963	800	Portsmouth	4 April 1862	-	£. 28,409	£. 11,062	£. 1,346	£. 6,539	£. 47,356	£. 47,356	£. -	£. 47,356	Was a Screw 3-decked Line-of-Battle Ship, Launched, 25 April 1857.

SHIPS LAUNCHED AS SAILING SHIPS, AND SUBSEQUENTLY CONVERTED INTO SCREW STEAM SHIPS.

No. 5.

N A M E of S H I P.	Number of Guns.	Tonnage.	Horse Power.	Where Converted.	Conversion Commenced.	Expenditure at the Dock Yards on the Hull.						Amount paid at the Admiralty for Machinery.	Total Expense incurred during the Year 1862-63.	Amount Expended, during Conversion, on Hull and Machinery prior to the Year 1862-63.	Total Expenditure on each Ship to 31 March 1863.	R E M A R K S.
						Charges on Expenditure.			TOTAL.							
						Materials	Labour.	Per-centage for Deterioration, by use of Stores, Spauls, Staging, &c.	Proportion of Incidental Expenses charged <i>pro rata</i> .	£.	£.					
Arethusa -	1	3,141	500	Chatham	23 April 1860	-	£.	-	£.	-	£.	-	£.	85,965	87,440	Undocked 9 Aug. 1861.
Constance -	2	3,213	500	Devonport	30 May 1860	-	959	441	-	279	-	1,741	1,475	66,197	75,600	Undocked 15 Apr. 1862.
Prince Regent -	3	2,762	500	Portsmouth	8 Feb. 1860	-	-	-	-	-	-	-	500	56,816	57,316	Undocked 27 May 1861.*
TOTAL						-	959	441	62	279	1,741	9,637	11,378	208,978	220,356	

1862-63.

No 6.

STEAM SHIPS AND VESSELS FITTING OUT, REFITTING, REPAIRS AND MAINTENANCE, IN
COMMISSION AND RESERVE.

Note.—The Figures printed in *Italics* show the Amount of Credits for Stores, &c. returned.

NAME of SHIP.				EXPENDITURE INCURRED DURING THE YEAR 1862-63.													REMARKS.	
Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	HULL.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Inci- dental Expenses charged <i>pro rata</i> .	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.			
				Materials.	Labour.	Per-centage for Deterioration, by use of Stores, Spauls, Staging, &c.				Ma- terials.	La- bour.							
1	86	3,091	£. 400 Fitting, repairing, &c. in commission.	£. 544	£. 1,303	£. 37	£. 264	£. 3,333	£. 488	£. 52	£. -	£. 477	£. 2,361	£. 3,934	£. -	1	In commission.	
2	20	6,121	£. 1,250 Fitting, repairing, &c. in reserve.	82	156	-	-	-	-	-	-	-	238	-	238	2	Fitting while building at Chatham.	
3	16	1,588	£. 200 Fitting, repairing, &c. in commission.	3	18	-	-	39	26	-	-	16	102	-	141	3	Moored in the Thames, while forts are under repair.	
4	4	669	£. 150 Ditto - in reserve Maintenance in reserve	1	1	-	-	13	-	-	-	6	2	-	-	4	Sold to Chinese Govern-ment, 13 Aug. 1862.	
			Fitting, repairing, &c. in reserve.	8	10	-	-	-	-	45	64	85	408	-	423			
			Fitting, repairing, &c. in commission.	76	129	7	2	-	-	-	-	-	15	-	-			
			Maintenance in reserve	4	6	-	-	-	3	-	-	2	15	-	-			
			Fitting, repairing, &c. in commission.	23	16	-	-	7,444	190	3	17	94	130	7,637	-	7,451	5	3d Division, Portsmouth.
			Ditto - in reserve	-	2	-	48	2	-	4	9	5	18	22	-	-	6	In commission.
			Maintenance in reserve	52	7	-	-	1	4	-	-	14	80	-	-		7	In commission.
			Fitting, repairing, &c. in commission.	11	-	-	-	1,592	115	-	-	321	2,039	-	2,039			
			Fitting, repairing, &c. in commission.	41	64	3	1	322	147	94	156	165	993	-	993			
			Fitting, repairing, &c. in reserve.	754	539	38	27	2	51	110	-	292	1,813	-	1,814	8	Hauled up on slip at Haslar.	
			Maintenance in reserve	-	7	-	-	-	1	3	1	22	39	-	-	9	2d Division, Devonport.	
			Fitting, repairing, &c. in reserve.	5	-	1	-	-	-	-	-	-	116	-	155	10	In commission.	
			Maintenance in reserve	33	47	1	-	-	27	13	20	376	2,340	-	6,697	11	2d Division, Devonport.	
			Fitting, repairing, &c. in commission.	337	352	15	213	1,010	4	-	-	-	-	-	-	12	In commission.	
			Ditto - in reserve	1,471	1,844	106	327	4,446	515	433	763	1,074	6,018	1,661	-	-		
			Fitting, repairing, &c. in commission.	139	328	9	-	14	-	-	-	89	579	-	13,086	-		
			Ditto - in reserve	2,460	2,515	131	704	87	-	3,755	609	2,184	12,445	-	164	13	3d Division, Portsmouth.	
			Maintenance in reserve	6	-	-	-	-	4	-	-	2	12	-	-			
			Fitting, repairing, &c. in commission.	131	-	-	-	-	33	-	-	-	164	-	-			
			Ditto - in reserve	8	19	1	22	6,475	404	8	32	164	254	6,579	-	6,243		
			Maintenance in reserve	15	15	1	7	6	-	3	13	13	66	7	-	-		
			Ditto - in reserve	21	7	-	-	6	7	-	-	12	53	-	-			

1862-63.

No. 6.

STEAM SHIPS and Vessels Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1862-63.				R E M A R K S.													
N A M E of S H I P.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	H U L L.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Propor- tion of Incl- dental Expenses charged <i>pro rata</i> .	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.	
					Materials.	Labour.	Per-centage for Deterioration, by use of Stores, Spauls, Staging, &c.				Ma- terials.	La- bour.					
Alligator -	14	22	1,857	400	Fitting, repairing, &c. in reserve.	£. -	£. -	£. -	£. -	£. -	£. -	£. 1	£. -	£. -	£. 1	£. -	14 Building at Woolwich.
Amelia -	15	2	238	60	Fitting, repairing, &c. in commission.	-	-	-	-	3	10	3	2	3	21	-	15 1st Division, Milford.
Amphion -	16	26	1,474	300	Fitting, repairing, &c. in commission. Ditto - in reserve	5	4	-	190	3,484	443	46	4	83	286	3,400	16 3d Division, Sheerness.
Angler -	17	2	212	20	Maintenance in reserve { Fitting, repairing, &c. in reserve.	87	26	1	27	44	-	5	29	17	8	428	17 3d Division, Portsmouth.
Anson -	18	81	3,336	800	Maintenance in reserve { Fitting, repairing, &c. in reserve.	-	1	-	-	2	3	-	6	3	22	-	18 3d Division, Sheerness.
Ant -	19	2	212	20	Maintenance in reserve { Fitting, repairing, &c. in reserve.	78	104	2	-	-	19	1	-	37	241	-	19 3d Division, Portsmouth.
Archer -	20	13	973	202	Maintenance in reserve { Fitting, repairing, &c. in reserve.	2	3	-	-	-	6	-	-	2	13	-	20 In commission.
Ardent -	21	3	801	200	Fitting, repairing, &c. in commission.	4,755	5,438	327	-	9	15	-	-	3,388	19,974	-	21 In commission.
Arctusa -	22	35	3,141	500	Fitting, repairing, &c. in reserve.	515	-	-	-	13	116	8	38	-	539	-	22 2d Division, Sheerness.
Argus -	23	6	981	300	Maintenance in reserve { Fitting, repairing, &c. in commission.	190	264	9	-	6	16	7	-	23	150	-	23 In commission.
Ariadne -	24	26	3,214	800	Ditto - in reserve { Fitting, repairing, &c. in commission.	352	536	18	134	4,692	536	3,634	100	1,870	11,872	-	24 In commission.
Ariel -	25	9	486	60	Fitting, repairing, &c. in commission.	2,580	2,482	136	25	636	-	619	1,085	1,469	9,032	-	25 In commission.
Arrogant -	26	35	1,872	360	Fitting, repairing, &c. in commission.	117	67	5	91	1,699	40	4	-	472	2,495	-	26 3d Division, Portsmouth.
Arrow -	27	4	477	160	Maintenance in reserve { Fitting, repairing, &c. in reserve.	63	33	-	5	934	148	17	1	207	1,408	-	27 Sold, 19 May 1862.

[illegible]

1862-63.

No. 6.

STEAM SHIPS and Vessels Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

NAME of SHIP.		Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	EXPENDITURE INCURRED DURING THE YEAR 1862-63.												REMARKS.	
						HULL.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Inci- dental Expenses charged pro rata.	Total of each Head of Charge.	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1862-63.		Net Credit to each Ship during the Year 1862-63.
						Materials.	Labour.	Per-centage for Deterioration, by use of Stores, Spauls, Staging, &c.				Ma- terials.	La- bour.						
Brick	-	51	1,087	250	Fitting, repairing, &c. in commission.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	In commission.	
Bristol	-	52	3,027	600	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	-	3	-	-	38	-	-	5	9	55	-	121	-	2d Division, Sheerness.
Britomart	-	53	270	60	{ Fitting, repairing, &c. in commission. (Fitting, repairing, &c.)	23	-	-	-	-	5	17	2	10	66	4	5	-	1st Division, Milford.
Brunswick	-	54	2,492	400	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	-	13	-	-	107	-	-	-	171	291	-	479	-	2d Division, Devonport.
Bulldog	-	55	1,124	500	{ Fitting, repairing, &c. in commission. Ditto - in reserve	74	63	3	-	-	-	19	-	29	188	-	-	-	3d Division, Portsmouth.
Bullfinch	-	56	234	60	{ Fitting, repairing, &c. in commission. Maintenance in reserve	11	12	9	25	11	2	11	41	123	618	443	-	2,377	53
Bullfrog	-	57	236	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	25	38	1	-	332	25	27	20	30	141	357	-	170	1st Division, Portsmouth.
Bustard	-	58	234	60	{ Fitting, repairing, &c. in commission. Maintenance in reserve	397	525	29	1	2	50	37	248	281	47	4	-	-	1st Division, Sheerness.
Buzzard	-	59	980	300	{ Fitting, repairing, &c. in commission. Ditto - in reserve	1	-	-	-	4	-	15	2	4	26	-	1,678	-	In commission.
Cesar	-	60	2,767	400	{ Fitting, repairing, &c. in commission. Ditto - in reserve	27	-	-	-	-	8	-	-	-	35	-	156	-	In commission.
Cadmus	-	61	1,466	400	{ Fitting, repairing, &c. in commission. Maintenance in reserve	121	85	5	-	533	-	91	98	197	121	-	27,339	-	In commission.
Caledonia	-	62	4,125	1,000	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	4,765	5,715	333	728	4,160	543	2,892	2,673	4,427	26,236	-	27,339	-	3d Division, Portsmouth.
Camel	-	63	232	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	-	-	-	337	287	-	-	-	-	1	303	-	558	61
Cameleon	-	64	952	200	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	28	93	1	24	1,574	102	-	-	359	2,419	-	2,419	-	In commission.
					{ Fitting, repairing, &c. in reserve. Maintenance in reserve	4,423	3,086	151	5	65	-	10	37	1,432	9,209	-	9,209	-	4th Division, Woolwich.
					{ Fitting, repairing, &c. in reserve. Maintenance in reserve	5	-	-	-	-	2	-	-	1	3	5	-	1	Hauled up on slip at Haslar.
					{ Fitting, repairing, &c. in reserve. Maintenance in reserve	-	-	-	-	-	1	-	-	-	1	-	12	-	In commission.

Carnation	-	65	2	233	60	{ Fitting, repairing, &c. in reserve.	83	166	6	1	84	-	233	115	142	830	-	866	65	1st Division, Sheerness,	
Centaur	-	66	6	1,270	540	{ Maintenance in reserve Fitting, repairing, &c. in commission.	3 10	8 -	-	-	4 187	12	3	-	6	36 197	-	197	66	In commission.	
Centurion	-	67	68	2,590	400	{ Fitting, repairing, &c. in commission. Ditto - in reserve	-	8	-	889	-	-	-	-	3	11	889	-	1,194	67	3d Division, Devonport.
Challenger	-	68	22	1,462	400	{ Maintenance in reserve Fitting, repairing, &c. in commission.	43 11 165	11 3 102	-	329	-	-	-	-	5 6 251	16 40 1,474	-	1,474	68	In commission.	
Chanticleer	-	69	17	950	200	{ Fitting, repairing, &c. in commission.	129	123	4	40	164	116	35	30	151	752	40	742	69	In commission.	
Charger	-	70	2	236	60	{ Fitting, repairing, &c. in reserve.	658	517	27	12	325	102	324	189	400	2,554	-	2,564	70	1st Division, Portsmouth.	
Charon	-	71	2	236	60	{ Maintenance in reserve Fitting, repairing, &c. in commission.	-	3	-	-	-	5	-	-	2	10	-	-	71	1st Division, Milford.	
Charybdis	-	72	21	1,506	400	{ Ditto - in reserve Fitting, repairing, &c. in commission.	5 260	-	-	-	128	-	-	-	-	-	388	388	72	In commission.	
Cheerful	-	73	2	212	20	{ Fitting, repairing, &c. in reserve.	-	5	-	-	10	-	-	-	2	17	-	22	73	3d Division, Portsmouth.	
Cherokee	-	74	2	233	60	{ Maintenance in reserve Fitting, repairing, &c. in reserve.	2 498	1	-	-	-	3 2	-	-	1	5 4	498	-	-	74	Hauled up on slip at Haslar.
Chesapeake	-	75	39	2,377	400	{ Maintenance in reserve Fitting, repairing, &c. in reserve.	4,903	1,181	64	5	141	5	736	1,561	936	4,619	4,373	3,366	75	3d Division, Chatham.	
Chub	-	76	2	212	20	{ Maintenance in reserve Fitting, repairing, &c. in reserve.	37 1	12 5	1	-	-	1	-	-	9 2	60 12	-	20	76	3d Division, Portsmouth.	
Clinker	-	77	2	235	60	{ Maintenance in reserve Fitting, repairing, &c. in commission.	3	25	-	-	-	-	2	9	13	8 71	-	106	77	In commission.	
Clio	-	78	22	1,472	400	{ Ditto - in reserve Maintenance in reserve Fitting, repairing, &c. in commission.	2 3 -	7 1 -	-	-	14 106	2 3 199	1	-	5 1	29 8 305	-	305	78	In commission.	
Clown	-	79	1	238	40	{ Maintenance in reserve	441	-	-	-	-	-	-	-	-	441	-	441	79	In commission.	
Cochin	-	80	2	233	60	{ Fitting, repairing, &c. in reserve.	431	59	2	-	355	406	99	65	64	289	592	-	276	80	Taken to pieces, 24 March 1863.
Cockatrice	-	81	2	269	69	{ Maintenance in reserve Fitting, repairing, &c. in commission.	4 26	7 -	-	-	4 1	6	2	-	4	27	-	25	81	In commission.	
Cockchafer	-	82	1	236	60	{ Fitting, repairing, &c. in commission.	207	-	-	-	14	-	-	-	-	221	-	221	82	In commission.	
Collingwood	-	83	68	2,611	400	{ Fitting, repairing, &c. in reserve.	8	260	7	-	10	119	-	13	87	504	-	588	83	3d Division, Sheerness.	
Colossus	-	84	80	2,590	400	{ Maintenance in reserve Fitting, repairing, &c. in commission.	26 6	20 7	-	-	-	18 74	7	-	13 230	84 1,351	-	1,351	84	In commission.	
Columbine	-	85	4	672	150	{ Fitting, repairing, &c. in reserve.	1,795	1,702	72	77	3,019	244	78	151	1,333	8,471	-	8,511	85	1st Division, Sheerness.	
Conflict	-	86	7	1,058	400	{ Maintenance in reserve Fitting, repairing, &c. in reserve.	10 2	13 -	-	-	-	5	6	-	6	40	19	-	1,129	86	4th Division, Devonport
Confounder	-	87	2	233	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	5 -	-	-	-	-	1	-	-	-	1	5	-	-	87	Hauled up on slip at Haslar

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No. 6.

STEAM SHIPS and Vessels Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

NAME of SHIP.		Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	EXPENDITURE INCURRED DURING THE YEAR 1862-63.										REMARKS.				
						HULL.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Inci- dental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.			Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.
						Materials.	Labour.	Per-centage for Deterioration, by use of Stores, Signals, Staging, &c.				Ma- terials.	La- bour.							
Conqueror (late Waterloo.)	88	78	2,845	500	Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	£. 53 3,234 20 4,842	£. 2,971 30 2,906	£. 128 - 170	£. 2,728 - 4	£. 34 385 180	£. 6 17 -	£. 2 10 4	£. 48 78	£. 1,794 14 1,569	£. 11,296 91 9,753	£. 92 - 				

Curlaw	-	100	9	486	60	Fitting, repairing, &c. in commission.	13	-	-	-	-	25	-	-	-	-	38	-	33	-	100	In commission.
Cydlops	-	101	6	1,195	320	Fitting, repairing, &c. in reserve.	2	22	1	-	-	-	-	-	-	-	30	-	69	-	101	3d Division, Sheerness.
Cygnets	-	102	5	428	80	Maintenance in reserve in commission.	7	13	-	-	1	367	12	1	9	128	39	801	-	-	102	In commission.
Daisy	-	103	2	216	20	Fitting, repairing, &c. in reserve.	2	11	-	-	-	7	-	-	-	-	24	41	-	-	103	3d Division, Portsmouth.
Dapper	-	104	2	234	60	Maintenance in reserve in reserve.	6	7	-	-	-	26	2	-	7	-	17	-	-	2	104	2d Division, Devonport.
Dart	-	105	5	428	80	Fitting, repairing, &c. in commission.	-	-	-	-	-	-	-	-	-	-	18	-	-	-	-	-
Dauntless	-	106	31	1,575	580	Maintenance in reserve in commission.	-	2	-	-	-	765	-	-	-	-	6	1,141	1,140	-	105	In commission.
Decoy	-	107	2	212	20	Fitting, repairing, &c. in reserve.	-	6	-	-	-	-	-	-	-	-	15	20	-	-	106	In commission.
Defence	-	108	18	3,720	600	Maintenance in reserve in commission.	2,023	3,037	92	-	39	1,205	2	64	41	1,328	8,082	-	8,082	-	107	3d Division, Portsmouth.
Defiance	-	109	81	3,475	800	Fitting, repairing, &c. in reserve.	2	-	-	-	-	1	-	1	14	3	20	94	-	-	108	In commission.
Delight	-	110	2	236	60	Maintenance in reserve in commission.	11	2	1	-	-	-	35	-	-	-	75	-	-	-	109	3d division, Devonport.
Desperate	-	111	8	1,038	400	Fitting, repairing, &c. in reserve.	184	165	12	-	-	-	4	-	2	120	487	518	-	-	110	1st division, Devonport.
Devastation	-	112	6	1,058	400	Maintenance in reserve in commission.	4	3	-	2	-	923	8	-	4	322	1,958	1,958	-	-	111	In commission.
Diadem	-	113	30	2,483	800	Fitting, repairing, &c. in commission.	-	-	-	-	-	5	-	-	-	-	5	-	5	-	112	In commission.
Donegal	-	114	81	3,245	800	Maintenance in reserve in commission.	30	6	-	-	409	5,082	580	-	-	3	9	6,401	-	5,965	113	3d Division, Portsmouth.
Doris	-	115	30	2,483	800	Fitting, repairing, &c. in reserve.	4	4	-	-	-	45	-	2	4	13	21	-	-	-	-	-
Doterel	-	116	2	270	60	Maintenance in reserve in reserve.	70	11	-	-	-	-	26	-	-	20	127	-	-	-	-	-
Dragon	-	117	6	1,270	560	Fitting, repairing, &c. in commission.	11	32	1	908	7,190	700	-	-	-	24	68	-	-	-	114	3d Division, Devonport.
Drake	-	118	1	238	40	Maintenance in reserve in reserve.	268	8	-	-	4,041	-	16	-	-	3	11	-	-	-	115	3d Division, Devonport.
Duke of Wellington.	-	119	121	3,771	700	Fitting, repairing, &c. in commission.	33	35	1	-	26	4,482	-	71	90	238	568	4,853	-	2,928	-	-
Duncan	-	120	81	3,727	800	Maintenance in reserve in reserve.	61	104	4	-	-	-	23	-	-	6	37	-	-	-	116	In commission.
Dwarf	-	121	2	214	20	Fitting, repairing, &c. in reserve.	54	8	-	1	-	1	-	-	-	11	74	-	1	-	-	-
	-	122	2	214	20	Maintenance in reserve in reserve.	54	4	-	-	-	4	-	97	452	138	695	54	645	-	117	3d Division, Sheerness.
	-	123	2	214	20	Maintenance in reserve in reserve.	3	-	-	-	-	-	-	-	-	1	4	-	491	-	118	In Reserve, Hong Kong.
	-	124	2	214	20	Maintenance in reserve in reserve.	491	-	-	-	422	325	3	-	-	-	8	447	-	-	119	2d Division, Portsmouth.
	-	125	2	214	20	Maintenance in reserve in reserve.	-	98	3	-	-	3	27	-	-	36	235	-	-	204	-	-
	-	126	2	214	20	Maintenance in reserve in reserve.	512	1,196	38	-	2,879	2,971	-	2	6	1,463	9,065	-	9,099	-	120	1st Division, Portsmouth.
	-	127	2	214	20	Maintenance in reserve in reserve.	47	8	-	-	2	12	21	-	-	10	53	-	13	-	121	2d Division, Sheerness.

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No. 6.

STEAM SHIPS and Vessels Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—*continued*.

EXPENDITURE INCURRED DURING THE YEAR 1862-63.																				
N A M E of SHIP.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	H U L L.				Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals.)	Repairs to Machinery.		Proportion of Inci- dental Expenses charged <i>pro rata</i> .	Total of Credits for Stores Returned.	Net Aggregate Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.	R E M A R K S.		
					Materials.	Labour.	Per-centage for Deterioration, by use, of Stores, Spauls, Staging, &c.	Ma- terials.				La- bour.								
Earnest -	122	2	236	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve. { Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve { Fitting, repairing, &c. in commission.	£. 99	£. 192	£. 4	£. 89	£. 246	£. 144	£. 307	£. 212	£. 245	£. 1,538	£. -	£. -	122	1st Division, Portsmouth.	
Eclipse -	123	4	700	200	{ Fitting, repairing, &c. in reserve. Maintenance in reserve. { Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve { Fitting, repairing, &c. in commission.	7 267	2 150	- 5	- 1	- 2,564	8 389	- 111	- 65	3 627	- 4,179	- 7,944	- -	- -	123	In commission.
Edgar -	124	71	3,094	600	{ Fitting, repairing, &c. in reserve Maintenance in reserve { Fitting, repairing, &c. in commission.	1,282 8	1,067 11	61 -	427 860	210 6,966	- 7	9 10	32 -	672 6	- 37	- 42	- 37	- -	124	In commission.
Edinburgh -	125	60	1,772	450	{ Fitting, repairing, &c. in reserve Maintenance in reserve { Fitting, repairing, &c. in commission.	6	-	-	-	298	89	-	-	78	-	471	-	-	125	In commission.
Emerald -	126	35	2,913	600	{ Fitting, repairing, &c. in reserve Maintenance in reserve { Fitting, repairing, &c. in commission.	100	246	7	287	831	194	239	112	470	-	2,536	-	-	126	In commission.
Encounter -	127	14	953	360	{ Fitting, repairing, &c. in reserve Maintenance in reserve { Fitting, repairing, &c. in commission.	-	-	-	-	54	-	-	-	-	-	54	-	-	127	In commission.
Enterprise - (Armour-plated sloop.)	128	4	990	160	{ Fitting, repairing, &c. in reserve Maintenance in reserve { Fitting, repairing, &c. in commission.	428	147	11	-	-	-	-	-	107	-	693	-	-	128	Fitting while building at Deptford.
Erebus -	129	16	1,954	200	{ Fitting, repairing, &c. in reserve Maintenance in reserve { Fitting, repairing, &c. in commission.	-	-	-	-	6	-	-	-	1	-	7	-	-	129	4th Division, Portsmouth.
Erne -	130	2	234	60	{ Fitting, repairing, &c. in reserve Maintenance in reserve { Fitting, repairing, &c. in commission.	6 -	1 -	-	-	-	15 31	- 50	- 1	4 9	- 487	26 10	- -	- -	130	1st Division, Sheerness.
Escort -	131	2	237	60	{ Fitting, repairing, &c. in reserve Maintenance in reserve { Fitting, repairing, &c. in commission.	44 1	111 -	4 -	-	43	-	382	476	201	- 44	1,220	-	-	131	1st Division, Milford.
Esk -	132	21	1,169	250	{ Fitting, repairing, &c. in reserve Maintenance in reserve { Fitting, repairing, &c. in commission.	-	-	-	33	-	-	-	-	-	-	-	-	-	132	1st Division, Portsmouth.
Espoir -	133	5	428	80	{ Fitting, repairing, &c. in reserve Maintenance in reserve { Fitting, repairing, &c. in commission.	1 -	-	-	-	7	-	-	-	-	-	1	-	-	133	In commission.
Eurotas -	134	12	1,201	200	{ Fitting, repairing, &c. in reserve Maintenance in reserve { Fitting, repairing, &c. in commission.	50 11	-	-	-	1	-	-	-	-	-	1	50	-	134	3d Division, Sheerness.
Euryalus -	135	35	2,371	400	{ Fitting, repairing, &c. in reserve Maintenance in reserve { Fitting, repairing, &c. in commission.	169 -	11 63	-	11	2	1	2	-	13	- 2	205	- 74	- 8735	135	In commission.
Exmouth -	136	76	3,109	400	{ Fitting, repairing, &c. in reserve Maintenance in reserve { Fitting, repairing, &c. in commission.	162 87	9 2	-	-	6,344	280	74	-	48	-	112	-	-	136	3d Division, Devonport.

[illegible]

1862-63.

No. 6.

STEAM SHIPS and Vessels Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1862-63.																				
NAME of SHIP.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	H U L L.				Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Inci- dental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.	REMARKS.	
					Materials.	Labour.	Per-centage for Deterioration, by use of Stores, Spauls, Staging, &c.	Ma- terials.				La- bour.								
Galatea	160	3,227	800	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve { Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve -	£. 419	£. 490	£. 20	£. 187	£. 1,975	£. 437	£. 5	£. 1	£. 723	£. 4,257	£. -	£. -	£. -	160	In commission.	
Gannet	161	579	150	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve -	- 8 27	- 88	3	- 9	14 1 4,203	3 13 97	11 - 1	25 - 2	12 4 74	77 26 195	3 - 1,309	4,357	-	161	3d Division, Devonport	
Garland	162	213	20	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve -	- 21	-	-	-	-	-	-	-	- 4	5 27 1	-	1	-	162	Hauled up on slip at Haslar.	
Garnet	163	235	40	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve -	5	2	-	-	-	10	-	-	2	14 1	5	14	-	163	Hauled up on slip at Haslar.	
Geyser	164	1,054	280	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve -	148	160	7	21	329	53	25	50	195	988	-	988	-	164	In commission.	
Gibraltar	165	3,729	800	{ Fitting, repairing, &c. in reserve. Maintenance in reserve { Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve -	2,427	3,420	126	2,917	12,663	633	72	96	4,435	26,789	-	26,891	-	165	1st Division, Devonport.	
Gladiator	166	1,210	430	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve -	-	1	-	324	-	-	-	-	-	15	102	-	-	166	3d Division, Devonport.	
Glasgow	167	3,037	600	{ Fitting, repairing, &c. in reserve. Maintenance in reserve Maintenance in reserve -	328	629	43	3	1	-	888	244	343	1,262	4,247	-	252	167	3d Division, Portsmouth.	
Glatton	168	1,535	150	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	1	5	-	2	-	14	-	-	4	115	-	-	-	168	4th Division, Portsmouth.	
Gleaner	169	217	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	26	3	2	-	45	-	-	1	26	103	-	-	121	169	1st Division, Devonport.	
Gnat	170	214	20	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve -	5	2	-	-	-	8	-	-	3	18	-	-	1	-	170	Hauled up on slip at Haslar.
Goldfinch	171	235	60	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve -	-	-	-	-	32	89	-	-	21	142	-	142	-	171	In commission.	
Goliath	172	2,596	400	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	43	11	1	-	5	-	-	-	11	66	5	111	-	172	2d Division, Sheerness.	
Gorgon	173	1,111	320	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve -	13	6	-	-	7	14	2	-	8	50	-	2,045	-	173	In commission.	

Goshawk	-	174	2	234	60	Fitting, repairing, &c. in commission.	4	-	-	-	3	-	-	-	10	-	174	In commission.
Grappier	-	175	1	237	60	Fitting, repairing, &c. in commission.	-	-	12	-	32	-	-	-	44	-	175	In commission.
Grasshopper	-	176	2	233	60	Fitting, repairing, &c. in commission.	327	-	-	-	-	-	-	-	327	-	176	In commission.
Greyhound	-	177	17	880	220	Fitting, repairing, &c. in commission.	12	96	3	-	486	-	-	-	1,048	-	177	In commission.
Gripton	-	178	5	425	80	Fitting, repairing, &c. in commission.	1	-	-	-	-	-	-	-	1	-	178	In commission.
Grinder	-	179	2	235	60	Fitting, repairing, &c. in reserve.	-	1	-	68	-	1	-	-	3	68	179	Hauled up on slip at Haslar.
Griper	-	180	2	234	60	Maintenance in reserve Fitting, repairing, &c. in commission.	-	1	-	-	3	-	-	-	13	3	180	1st Division, Queenstown.
Growler	-	181	1	234	60	Fitting, repairing, &c. in reserve.	11	23	1	-	40	39	8	25	178	-	181	In reserve, Malta.
Handy	-	182	2	235	40	Fitting, repairing, &c. in commission.	-	-	-	-	54	-	-	-	64	-	182	In commission.
Hannibal	-	183	16	3,136	450	Fitting, repairing, &c. in commission.	28	152	8	-	1,311	-	-	-	1,783	-	183	In commission.
Hardy	-	184	2	233	60	Maintenance in reserve Fitting, repairing, &c. in commission.	26 45 21	58 84 -	1 3 -	9	205 1	-	-	-	354 162 21	2,262	184	In commission.
Harlequin	-	185	6	950	200	Fitting, repairing, &c. in reserve.	-	-	-	-	-	-	1	8	11	-	185	In commission.
Harpy	-	186	1	344	200	Fitting, repairing, &c. in commission.	135	-	-	-	241	169	-	-	622	-	186	Fitting while building at Portsmouth.
Harrier	-	187	17	748	100	Fitting, repairing, &c. in commission.	9	-	-	-	243	73	31	-	359	-	187	In commission.
Hastings	-	188	60	1,760	200	Fitting, repairing, &c. in commission.	13	-	-	-	527	49	-	-	663	-	188	In commission.
Hasty	-	189	2	235	60	Fitting, repairing, &c. in commission.	-	-	-	-	29	57	-	-	102	-	189	In commission.
Haughty	-	190	1	233	60	Fitting, repairing, &c. in commission.	403	-	-	-	-	-	-	-	403	-	190	In commission.
Havoc	-	191	2	233	60	Fitting, repairing, &c. in commission.	24	-	-	-	14	-	-	-	38	-	191	In commission.
Hawke	-	192	60	1,754	200	Fitting, repairing, &c. in commission.	1	-	-	-	621	7	-	-	744	-	192	In commission.
Heda	-	193	6	817	240	Fitting, repairing, &c. in reserve.	1	-	-	-	-	-	-	-	-	19	193	4th Division, Devonport.
Hector	-	194	34	4,089	800	Maintenance in reserve Fitting, repairing, &c. in reserve.	9 334	76	8	45	-	8	1	-	580	-	194	1st Division, Portsmouth.
Hermes	-	195	6	830	220	Fitting, repairing, &c. in reserve.	-	4	-	-	-	-	283	64	438	-	195	3d Division, Sheerness.
Hero	-	196	79	3,148	600	Maintenance in reserve Fitting, repairing, &c. in commission.	3 17	4 33	1	-	6,855	7 147	-	-	16 162	7,580	196	3d Division, Sheerness.
Heron	-	197	2	270	60	Maintenance in reserve Fitting, repairing, &c. in commission.	72 71	286 -	18 2	65	11 -	72 4	-	-	902 91	13	197	1st Division, Milford.
Herring	-	198	2	236	60	Fitting, repairing, &c. in commission.	3	8	-	-	46	9	25	56	179	-	198	In commission.
Highlander	-	199	2	233	60	Maintenance in reserve Fitting, repairing, &c. in commission.	27 3	34 -	1 -	-	21 57	-	234	46	431 79	79	199	1st Division, Queens- town.
Highflyer	-	200	21	1,161	250	Fitting, repairing, &c. in reserve.	43	287	8	-	44	-	523	11	378	610	200	2d Division, Portsmouth.

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No. 6.

STEAM SHIPS and Vessels Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1862-63.																				
N A M E of S H I P.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	H U L L.				Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Propor- tion of Inci- dental Expenses charged pro rata.	Total of each Head (if Charge.	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.	R E M A R K S.	
					Materials.	Labour.	Per-centage for Deterioration, by use of Stores, Spauls, Staging, &c.	Ma- terials.				La- bour.								
Hind -	201	233	60	Fitting, repairing, &c. in commission.	£. 172	£. 179	£. 9	£. 19	£. 121	£. -	£. -	£. 376	£. 231	£. 282	£. 1,389	£. -	£. -	201	In commission.	
Hogue -	202	1,846	450	Fitting, repairing, &c. in commission.	30	-	-	-	2,451	151	-	40	-	505	3,137	40	3,127	-	202	In commission.
Hood -	203	3,308	600	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	19	30	1	-	4	-	-	37	73	25	152	37	161	-	203	2d Division, Sheerness.
Horatio -	204	1,090	250	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	14	5	-	-	-	19	-	1	-	7	46	-	-	-	204	2d Division, Sheerness.
Hornet -	205	753	100	{ Fitting, repairing, &c. in commission. Maintenance in reserve	2	-	-	-	4	12	-	-	-	3	21	-	-	43	205	In commission.
Howe -	206	4,245	1,000	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	157	-	-	-	224	11	-	-	-	41	433	-	433	-	206	3d Division, Devonport.
Hunter -	207	237	40	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	2	8	-	-	606	-	-	-	1	2	13	606	-	531	207	Hauled up on slip at Haslar.
Hyena -	208	236	60	{ Fitting, repairing, &c. in commission. Maintenance in reserve	16	-	-	-	45	1	-	-	-	10	62	45	55	-	208	In commission.
Hydra -	209	818	220	{ Fitting, repairing, &c. in commission. Ditto - in reserve	-	-	-	-	-	2	-	-	-	-	2	-	6	-	209	3d Division, Woolwich.
Icarus -	210	580	150	{ Fitting, repairing, &c. in commission. Maintenance in reserve	5	3	-	-	227	24	-	11	2	53	325	-	623	-	210	In commission.
Immortalité -	211	3,059	600	{ Fitting, repairing, &c. in commission. Maintenance in reserve	244	297	8	206	4,803	525	-	1,868	357	516	3,046	2,748	618	-	211	In commission.
Impérieuse -	212	2,358	360	{ Fitting, repairing, &c. in commission. Ditto - in reserve	38	65	3	6	330	49	-	10	7	110	618	-	1,915	-	212	In commission.
Indefatigable -	213	1,122	378	{ Fitting, repairing, &c. in commission. Ditto - in reserve	45	5	1	110	1,343	91	-	-	1	319	1,915	-	1,915	-	213	2d Division, Portsmouth.
Insolent -	214	235	60	{ Fitting, repairing, &c. in commission. Maintenance in reserve	50	45	1	40	3,254	480	-	-	-	18	114	3,444	-	3,332	214	In commission.
Intrepid -	215	862	350	{ Fitting, repairing, &c. in commission. Ditto - in reserve	-	-	-	2	45	-	-	-	-	-	-	2	40	-	215	3d Division, Devonport.
					7	17	-	-	1	-	-	-	-	5	30	-	33	-		
					8	1	-	-	-	12	-	-	-	4	25	-	33	-		
					-	-	-	-	-	33	-	-	-	-	33	-	-	-		
					1	5	-	295	4,242	442	19	11	9	45	4,949	-	-	1,906		
					21	2	-	-	-	-	-	-	-	5	7	21	-	-		
					2	1	-	-	-	11	-	-	-	2	14	2	-	-		

Investigator	-	216	2	140	34	Fitting, repairing, &c. in commission.	382	-	-	-	2	80	-	-	-	464	-	464	-	216	In commission.	
Irresistible	-	217	68	2,642	400	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	8	1	-	-	-	-	-	-	-	11	-	110	-	217	2d Division, Sheerness.	
Jackal	-	218	1	340	150	{ Fitting, repairing, &c. in commission.	38	23	1	-	-	16	6	-	-	99	-	340	-	218	In commission.	
Jackdaw	-	219	2	233	60	{ Fitting, repairing, &c. in reserve. Fitting, repairing, &c. in commission.	154	241	6	-	1	2	130	108	148	879	1	878	-	219	3d Division, Devonport.	
James Watt	-	220	79	3,083	600	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	43	35	1	4,704	7,556	939	-	-	-	48	40,509	-	10,600	-	220	3d Division, Devonport.
Janus	-	221	1	238	40	{ Fitting, repairing, &c. in commission.	263	12	-	4	-	-	-	-	-	16	267	-	-	-	221	In commission.
Jaseur	-	222	5	427	80	{ Fitting, repairing, &c. in reserve. Ditto - in reserve Maintenance in reserve	12	47	1	-	-	9	-	-	-	112	-	6,454	-	222	1st Division, Sheerness.	
Jason	-	223	21	1,711	400	{ Fitting, repairing, &c. in commission. Fitting, repairing, &c. in reserve.	38	81	4	3	1,552	216	40	13	413	2,429	-	2,429	-	223	In commission.	
Jasper	-	224	1	300	80	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	10	37	-	249	562	260	149	16	244	1,527	-	1,532	-	224	Sold to Chinese Govern- ment 2d August 1862.	
Julia	-	225	2	238	60	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	-	2	-	17	2	4	-	3	1	7	2	-	103	-	225	1st Division, Milford.
Landrail	-	226	5	427	80	{ Fitting, repairing, &c. in commission. Fitting, repairing, &c. in reserve.	20	25	2	-	1	-	-	-	10	57	-	-	1,143	-	226	In commission.
Lapwing	-	227	4	677	200	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	184	129	6	-	446	182	10	-	186	1,143	-	-	-	-	227	4th Division, Devonport.
Lark	-	228	2	236	60	{ Fitting, repairing, &c. in commission. Fitting, repairing, &c. in reserve.	-	-	-	484	-	-	-	-	-	-	184	-	795	-	228	1st Division, Queenstown.
Leander	-	229	39	2,760	400	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	35	63	2	-	28	20	13	26	36	223	-	223	-	229	1st Division, Sheerness.	
Lee	-	230	5	431	80	{ Fitting, repairing, &c. in commission. Fitting, repairing, &c. in reserve.	1,561	1,802	70	2,521	9,127	427	178	261	2,953	18,908	-	18,975	-	230	In commission.	
Leopard	-	231	18	1,406	560	{ Fitting, repairing, &c. in commission. Ditto - in reserve Fitting, repairing, &c. in commission.	22	8	-	-	-	17	9	-	11	67	-	24,986	-	231	In commission.	
Leven	-	232	3	300	80	{ Fitting, repairing, &c. in commission. Fitting, repairing, &c. in reserve.	27	98	2	362	58	5	-	-	101	653	-	118	-	232	In commission.	
Leveret	-	233	2	235	60	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	81	337	9	15	1,552	5	38	98	426	2,556	5	1,864	-	233	In commission.	
Lifey	-	234	39	2,654	600	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	3,198	3,843	158	306	6,257	1	1,961	2,800	3,911	22,435	-	14,863	-	234	In commission.	
Lily	-	235	4	702	200	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	117	-	-	1	-	-	-	-	-	118	-	14,844	-	235	In commission.	
Lionet	-	236	2	268	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	140	191	8	30	53	60	592	482	308	1,864	-	7,624	-	236	2d Division, Sheerness.	
Lion	-	237	68	2,611	400	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	1,863	2,104	126	431	5,419	578	612	574	3,156	14,863	19	23	-	237	2d Division, Devonport.	
						{ Fitting, repairing, &c. in reserve. Maintenance in reserve	62	72	3	6	2,482	306	156	66	605	3,758	-	421	-			
						{ Fitting, repairing, &c. in reserve. Maintenance in reserve	1,240	1,174	52	422	249	37	11	33	608	3,826	-	210	-			
						{ Fitting, repairing, &c. in reserve. Maintenance in reserve	8	11	-	-	-	5	10	-	6	40	-	22	-			
						{ Fitting, repairing, &c. in reserve. Maintenance in reserve	-	1	-	-	-	-	-	-	-	1	-	220	-			
						{ Fitting, repairing, &c. in reserve. Maintenance in reserve	5	11	-	-	4	-	-	-	2	22	-	421	-			
						{ Fitting, repairing, &c. in reserve. Maintenance in reserve	9	15	-	34	-	171	-	-	171	220	-	421	-			
						{ Fitting, repairing, &c. in reserve. Maintenance in reserve	49	108	2	-	-	18	-	-	33	210	-	421	-			

1862-63.

No. 6.

STEAM SHIPS and Vessels Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1862-63.																				
NAME of SHIP.	Num- ber of Guns.	Ton- nage. Power.	Horse	Description of Charge.	HULL.				Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Inci- dental Expenses charged <i>pro rata</i>	Total of Head of Charge.	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.	REMARKS	
					Materials.	Labour.	Per-centage for Deterioration, by use of Stores,Spauls, Staging, &c.	Materials.				Labour.								
									£.	£.	£.		£.	£.	£.	£.	£.	£.		
Lively	238	234	60	Fitting, repairing, &c. in commission.	49	-	-	-	£.	117	33	1	-	30	230	-	230	-	238	In commission.
Liverpool	239	2,655	600	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	1,547	2,070	78	2,335	9,187	665	665	104	59	2,998	19,043	-	19,080	-	239	1st Division, Devonport.
London	240	2,687	500	{ Fitting, repairing, &c. in commission. Ditto - in reserve	8	60	2	-	-	24	493	7	11	192	272	6,357	-	5,974	240	3d Division, Devonport.
Louisa	241	236	60	{ Fitting, repairing, &c. in commission. Maintenance in reserve	154	2	-	-	-	-	-	-	-	1	3	10	-	-	241	2d Division, Sheerness.
Lynx	242	477	80	{ Fitting, repairing, &c. in commission. Ditto - in reserve	40	-	-	77	285	-	54	68	1	6	7	481	-	1,884	242	4th Division, Devonport.
Lyra	243	488	60	{ Fitting, repairing, &c. in commission. Ditto - in reserve	189	368	15	-	212	-	2	534	640	395	2,353	-	-	-	243	3d Division, Portsmouth.
Magicienne	244	1,258	400	{ Fitting, repairing, &c. in commission. Maintenance in reserve	2	4	-	-	-	-	71	33	68	19	91	106	-	45	244	In commission.
Magnet	245	238	60	{ Fitting, repairing, &c. in commission. Ditto - in reserve	-	-	-	50	-	-	-	-	-	-	-	50	-	-	245	In commission.
Magpie	246	236	60	{ Fitting, repairing, &c. in commission. Maintenance in reserve	2	13	-	7	2	-	5	48	26	12	65	20	41	-	246	In commission.
Majestic	247	2,566	400	{ Fitting, repairing, &c. in commission. Maintenance in reserve	24	6	-	-	-	-	8	1	-	7	46	-	-	-	247	In commission.
Malacca	248	1,034	200	{ Fitting, repairing, &c. in commission. Maintenance in reserve	291	337	18	6	5,538	777	777	15	55	1,326	8,363	-	8,363	-	248	In commission.
Manly	249	237	60	{ Fitting, repairing, &c. in commission. Maintenance in reserve	1	-	-	-	44	90	-	-	-	26	161	-	161	-	249	2d Division, Sheerness.
Marlborough	250	4,000	800	{ Fitting, repairing, &c. in commission. Maintenance in reserve	173	265	9	48	207	14	20	269	330	276	1,591	-	1,591	-	250	In commission.
Mars	251	2,573	400	{ Fitting, repairing, &c. in commission. Ditto - in reserve	2	-	-	36	348	78	-	-	-	173	931	20	911	-	251	3d Division, Sheerness.
Marstiff	252	237	60	{ Fitting, repairing, &c. in commission. Maintenance in reserve	97	127	7	-	-	-	-	13	106	168	980	-	980	-	252	2d Division, Sheerness.
				{ Fitting, repairing, &c. in commission. Maintenance in reserve	-	2	-	-	-	-	-	-	-	-	2	-	45	-	253	
				{ Fitting, repairing, &c. in commission. Maintenance in reserve	-	-	-	-	1,347	130	25	11	-	7	43	-	1,997	-	254	
				{ Fitting, repairing, &c. in commission. Maintenance in reserve	54	90	5	-	-	-	130	-	5	366	1,997	-	-	-	255	
				{ Fitting, repairing, &c. in commission. Maintenance in reserve	7	9	-	227	5,457	95	95	62	-	140	156	5,544	-	-	256	
				{ Fitting, repairing, &c. in commission. Maintenance in reserve	133	10	-	12	18	-	-	22	170	42	274	133	-	5,193	257	
				{ Fitting, repairing, &c. in commission. Maintenance in reserve	39	3	1	-	-	-	-	-	-	8	51	-	-	-	258	
				{ Fitting, repairing, &c. in commission. Maintenance in reserve	5	-	-	-	2	-	15	22	69	20	128	5	-	-	259	
				{ Fitting, repairing, &c. in commission. Maintenance in reserve	-	-	-	-	-	-	10	4	-	3	17	-	140	-	260	

Mayflower -	253	2	235	60	Fitting, repairing, &c. in commission.	8	-	-	48	12	-	-	13	81	-	81	-	253	In commission.
Medea -	254	6	835	350	Fitting, repairing, &c. in commission.	90	33	3	-	86	148	214	1	646	-	646	-	254	In commission.
Meeanee -	255	60	2,591	400	{ Fitting, repairing, &c. in commission. Ditto in reserve - Maintenance in reserve	209	327	12	10	2,346	108	14	28	4,238	-	-	-	255	In commission.
Melpomene -	256	35	2,861	600	{ Fitting, repairing, &c. in commission. Maintenance in reserve	492	634	23	117	102	-	6	1	1,683	-	6,095	-	256	In commission.
Merlin -	257	4	889	312	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	25	-	1	-	-	-	-	-	521	-	-	2,995	257	4th Division, Devonport.
Mersey -	258	40	3,733	1,000	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	1	6	-	25	22	-	1	6	19	-	-	6,296	258	3d Division, Portsmouth.
Midge -	259	2	209	20	Maintenance in reserve	62	4	1	3	1	36	-	-	128	-	-	-	259	Hauled up on slip at Haslar.
Miranda -	260	15	1,039	250	Fitting, repairing, &c. in commission.	67	-	-	-	-	65	-	-	135	-	135	-	260	In commission.
Mistletoe -	261	2	239	60	{ Fitting, repairing, &c. in commission. Ditto - in reserve	4	9	-	-	33	17	-	-	85	-	-	970	261	In commission.
Mohawk -	262	4	677	200	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	29	43	1	244	354	3	217	104	888	-	-	-	262	Sold to Chinese Government, 20th September 1862.
Mullet -	263	5	430	80	{ Fitting, repairing, &c. in commission. Ditto - in reserve	31	165	3	44	-	-	2,510	752	4,249	-	3,999	-	263	In commission.
Mutine -	264	17	882	200	Fitting, repairing, &c. in commission.	278	-	-	-	348	129	85	-	840	-	840	-	264	In commission.
Narcissus -	265	39	2,665	400	Fitting, repairing, &c. in commission.	114	22	-	43	1,241	5	33	-	1,791	-	1,786	-	265	In commission.
Nassau -	266	4	695	200	Fitting, repairing, &c. in reserve.	3	-	-	-	-	-	-	12	14	-	11	-	266	Fitting, while building, at Pembroke.
Nelson -	267	78	2,736	500	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	-	-	-	44	544	-	-	-	45	-	-	525	267	2d Division, Portsmouth.
Neptune -	268	78	2,830	500	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	49	21	-	37	6,034	364	2	4	137	-	-	6,237	268	3d Division, Portsmouth.
Nettle -	269	2	212	20	Fitting, repairing, &c. in commission.	5	18	-	16	1	-	2	12	21	-	-	-	269	In commission.
Newcastle -	270	39	3,035	600	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	40	47	2	2	92	35	33	27	330	-	330	-	270	2d Division, Sheerness.
Newport -	271	5	425	80	Fitting, repairing, &c. in reserve.	28	11	-	-	-	18	-	-	67	-	316	-	271	Fitting, while building, at Pembroke.
Niger -	272	13	1,072	400	Fitting, repairing, &c. in reserve.	94	29	-	-	26	9	-	3	50	-	-	70	272	3d Division, Woolwich.
Nightingale -	273	2	235	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	3	1	-	-	-	9	-	-	16	-	38	-	273	1st Division, Devonport.

1862-63.

No. 6.

STEAM SHIPS and Vessels Fitting Out, Refitting, Repairs and Maintenance in, Commission and Reserve—continued.

NAME of SHIP.				Description of Charge.	EXPENDITURE INCURRED DURING THE YEAR 1862-63.										REMARKS.					
Num-ber of Guns.	Ton-nage.	Horse Power.	HULL.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Incidental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1862-63.		Net Credit to each Ship during the Year 1862-63.				
			Materials.		Labour.				Percentage for Deterioration, by use of Stores, Spauls, Staging, &c.	Materials.							Labour.			
Nile -	274	2,622	500	Fitting, repairing, &c. in commission.	£. 196	£. 19	£. 6	£. 25	£. 2,039	£. 200	£. 4	£. 5	£. 520	£. 3,014	£. -	£. 274	In commission.			
Nimble -	275	428	80	Fitting, repairing, &c. in commission.	80	43	4	-	362	111	-	2	120	722	-	£. 275	In commission.			
Nimrod -	276	859	175	Fitting, repairing, &c. in commission.	-	-	-	-	16	-	-	-	-	-	16	-	231	1st Division, Portsmouth.		
Oberon -	277	649	260	Ditto - in reserve	7	41	-	-	6	2	470	146	41	234	477	-	4,373	3d Division, Woolwich.		
Ocean -	278	4,047	1,000	Maintenance in reserve	17	4	-	-	1	4	-	-	2	52	-	-	-	278	2d Division, Devonport.	
Octavia -	279	3,161	500	Fitting, repairing, &c. in reserve.	32	-	-	-	14	327	-	-	5	18	4,443	-	5,663	279	3d Division, Portsmouth.	
Odin -	280	1,310	560	Fitting, repairing, &c. in commission.	40	13	-	116	960	-	1	6	33	180	-	272	2,006	280	In commission.	
Onyx -	281	212	20	Fitting, repairing, &c. in commission.	2,539	1,992	95	21	83	-	1	23	909	5,663	-	803	8	281	In commission.	
Opossum -	282	1,235	60	Maintenance in reserve	11	123	3	3	-	1	1	-	-	8	-	-	1,597	8	282	In reserve, Hong Kong.
Orestes -	283	1,715	400	Fitting, repairing, &c. in commission.	40	7	-	-	1	30	-	4	244	1,597	-	-	1,597	1,597	283	In commission.
Orion -	284	3,281	600	Fitting, repairing, &c. in reserve.	277	63	-	-	949	414	-	-	303	2,006	-	-	258	41	284	3d Division, Sheerness.
Orlando -	285	3,740	1,000	Maintenance in reserve	63	84	3	15	92	27	330	64	125	803	-	-	3,012	66	285	In commission.
Orpheus -	286	1,706	400	Fitting, repairing, &c. in commission.	8	-	-	-	-	-	-	-	-	8	-	-	3,012	32	286	Lost off Manakau Harbour, New Zealand, 7 February 1863.
Osprey -	287	682	200	Fitting, repairing, &c. in commission.	149	13	-	11	1	15	39	11	11	66	-	-	2,041	203	287	In commission.
Pandora -	288	426	80	Ditto - in reserve	72	82	1	-	-	9	184	54	494	3,012	-	-	11,396	41	288	In commission.
				Fitting, repairing, &c. in commission.	247	131	8	141	1,454	299	184	54	494	3,012	-	-	1,104	66		In commission.
				Ditto - in reserve	1,207	4	-	13	61	9	729	-	18	2,041	-	-	-	203		
				Maintenance in reserve	167	135	6	-	1,173	796	259	39	497	3,072	-	-	-	41		
					2,398	2,880	165	365	182	2	552	450	1,330	8,324	-	-	-	41		
					50	32	2	1	722	54	-	-	161	1,022	-	-	-	41		
					6	9	-	24	-	12	-	-	11	50	-	-	-	41		
					3	12	-	-	-	-	-	-	5	32	-	-	-	41		

	289	11	574	150	6	-	94	187	-	-	2	32	321	-	321	-	321	-	289	In commission.
Pantolon	-	289	11	574	150	Fitting, repairing, &c. in commission.	5	-	-	-	-	-	1	-	3	5	-	-	290	Hauled up on slip at Haslar.
Parthian	-	290	2	236	60	Fitting, repairing, &c. in reserve.	-	-	1	-	-	-	5	-	23	33	-	-	291	1st Division, Devonport.
Partridge	-	291	2	234	60	Maintenance in reserve	1	33	14	-	1	-	17	-	40	153	-	-	292	Hauled up on slip at Haslar.
Peacock	-	292	2	237	60	Fitting, repairing, &c. in reserve.	5	-	9	-	-	3	1	-	546	-	-	-	293	In commission.
Pearl	-	293	21	1,469	400	Fitting, repairing, &c. in reserve.	453	-	1	-	-	11	797	-	797	-	-	-	294	In commission.
Pelican	-	294	17	952	200	Maintenance in reserve	108	1	51	84	77	148	125	-	125	2,849	-	-	295	3d Division, Devonport.
Pelorus	-	295	21	1,464	400	Fitting, repairing, &c. in commission.	78	33	247	23	-	6	309	-	52	63	-	-	296	2d Division, Sheerness.
Pelter	-	296	2	215	60	Maintenance in reserve	215	-	3	-	392	705	3,949	-	3,949	-	-	-	297	In commission.
Pembroke	-	297	60	1,758	200	Fitting, repairing, &c. in commission.	9	-	10	-	-	3	22	-	22	-	-	-	298	4th Division, Portsmouth.
Penelope	-	298	16	1,616	650	Maintenance in reserve	6	-	22	6	-	45	275	-	275	-	-	-	299	In commission.
Penguin	-	299	5	431	80	Fitting, repairing, &c. in commission.	113	134	101	48	22	158	932	-	932	-	-	-	300	In commission.
Perseus	-	300	17	955	200	Maintenance in reserve	218	1	345	-	3	878	5,658	-	5,658	-	-	-	301	Hauled up on slip at Haslar.
Pert	-	301	2	212	20	Maintenance in reserve	1	-	1	-	-	3	18	-	1	-	-	-	302	Hauled up on slip at Haslar.
Pet	-	302	2	213	20	Maintenance in reserve	-	-	1	-	-	-	1	-	1	-	-	-	303	In commission.
Petrel	-	303	11	669	150	Fitting, repairing, &c. in commission.	60	69	61	18	6	132	799	-	799	-	-	-	304	In commission.
Phaeton	-	304	35	2,896	400	Fitting, repairing, &c. in commission.	131	193	72	16	-	349	2,120	-	2,120	-	-	-	305	1st Division, Portsmouth.
Pheasant	-	305	2	235	60	Fitting, repairing, &c. in reserve.	3	2	124	110	-	137	861	-	861	3	-	-	306	In commission.
Philomel	-	306	5	428	80	Maintenance in reserve	12	7	18	-	-	7	44	-	44	-	-	-	307	In commission.
Phoebe	-	307	35	2,896	500	Fitting, repairing, &c. in commission.	8	-	22	-	202	687	3,497	-	3,497	-	-	-	308	4th Division, Sheerness.
Phoenix	-	308	6	809	260	Maintenance in reserve	276	453	204	2	-	8	50	-	50	2	-	-	309	Hauled up on slip at Haslar.
Pickle	-	309	2	233	60	Fitting, repairing, &c. in reserve.	265	271	21	1	-	154	844	-	844	-	-	-	310	2d Division, Sheerness.
Pigeon	-	310	2	268	60	Maintenance in reserve	29	3	18	-	-	9	59	-	59	-	-	-	311	Hauled up on slip at Haslar.
Pincher	-	311	2	221	60	Fitting, repairing, &c. in reserve.	2	-	9	2	-	-	-	-	-	2	-	-	312	In commission.
Pioneer	-	312	6	868	350	Fitting, repairing, &c. in commission.	7	17	1	-	-	5	33	-	33	301	-	-	313	In commission.
Plover	-	313	5	426	80	Fitting, repairing, &c. in commission.	2147	277	29	-	-	256	2,330	-	2,330	-	-	-		

Queen	-	326	74	3,249	500	Fitting, repairing, &c. in commission.	28	33	2	1	1,518	167	5	40	406	2,199	1	2,198	326	In commission.	
Racehorse	-	327	4	695	200	Fitting, repairing, &c. in commission.	293	240	9	12	790	143	86	129	329	2,031	-	2,082	327	In commission.	
Racer	-	328	11	579	150	Maintenance in reserve	6	14	-	-	19	2	-	-	8	49	-	-	328	3d Division, Woolwich.	
Raccoon	-	329	22	1,467	400	Fitting, repairing, &c. in commission.	29	22	1	191	4,246	431	3	42	15	80	1,900	-	4,553		
Rainbow	-	330	2	235	60	Maintenance in reserve	285	355	13	5	617	1	-	-	256	1,532	-	28,769	329	In commission.	
Rambler	-	331	2	213	20	Fitting, repairing, &c. in reserve.	6,461	6,114	343	1,690	7,227	14	676	366	4,335	27,226	-	27	331	3d Division, Portsmouth.	
Ranger	-	332	5	427	80	Maintenance in reserve	1	-	-	-	24	7	-	-	1	11	24	52	332	In commission.	
Rapid	-	333	11	672	150	Fitting, repairing, &c. in commission.	80	105	3	2	3,637	426	3	5	818	5,079	-	5,136	333	In commission.	
Rattler	-	334	17	952	200	Maintenance in reserve	12	23	1	-	9	2	-	1	9	57	-	-	334	In commission.	
Rattlesnake	-	335	19	1,705	400	Fitting, repairing, &c. in commission.	394	297	12	908	5,097	427	7	37	1,306	8,478	7	11,801	335	In commission.	
Raven	-	336	2	233	60	Maintenance in reserve	1,172	951	43	81	508	-	-	53	522	3,330	-	-	336	1st Division, Milford.	
Ready	-	337	2	240	40	Fitting, repairing, &c. in reserve.	166	344	11	28	752	99	-	-	302	1,702	-	3,929	337	Hauled up on ship at Haslar.	
Recruit	-	338	4	590	160	Maintenance in reserve	968	737	34	3	3	5	76	40	352	2,213	-	9	338	3d Division, Chatham.	
Redbreast	-	339	2	233	60	Fitting, repairing, &c. in reserve.	6	-	-	-	1	6	-	-	2	14	-	-	339	Hauled up on ship at Haslar.	
Redwing	-	340	2	236	60	Maintenance in reserve	-	-	-	-	-	1	-	-	-	1	-	84	340	In commission.	
Renard	-	341	4	680	200	Fitting, repairing, &c. in commission.	16	25	-	-	104	32	1	-	34	211	1	210	341	In commission.	
Renown	-	342	81	3,319	800	Fitting, repairing, &c. in commission.	12	-	-	-	293	-	-	-	-	305	-	305	342	3d Division, Devonport.	
Resistance	-	343	18	3,710	600	Maintenance in reserve	-	-	-	1,063	-	-	-	-	2	2	1,063	-	4,006		
Retribution	-	344	28	1,641	400	Maintenance in reserve	-	1	-	1	-	-	-	-	1	3	-	-	343	In commission.	
Revenge	-	345	73	3,322	800	Fitting, repairing, &c. in commission.	19	3	86	1,422	13,792	898	81	105	3,891	24,274	-	32,152	344	4th Division, Portsmouth.	
	-					Maintenance in reserve	1,586	2,413	115	130	735	3	-	-	1,298	7,875	68	-	345	In commission.	
	-					Fitting, repairing, &c. in reserve.	2,433	3,037	-	1	68	-	-	-	-	3	1	-	-		
	-					Maintenance in reserve	-	-	-	-	-	19	2	-	6	37	-	4,179			
	-					Fitting, repairing, &c. in commission.	402	568	21	42	2,063	236	51	78	718	4,179	-	-			

1862-63.

No. 6.

STEAM SHIPS and Vessels Fitting Out, Refitting, Repairs and Maintenance in, Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1862-63.																			
NAME of SHIP.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	HULL.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Inci- dental Expenses charged pro rata.	Total of Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.	REMARKS.		
					Materials.	Labour.	Per-centage for Deterioration, by use of Stores,Spauls, Staging, &c.				Materials.	Labour.							
Rinaldo -	346	951	200	Fitting, repairing, &c. in commission.	£. 112	96	£. 5	£. -	£. 560	£. 206	£. 4	£. 1	£. 175	£. 1,159	£. -	£.	346	In commission.	
Ringdove -	347	674	200	Fitting, repairing, &c. in commission.	-	-	-	-	36	43	-	-	-	-	79	-	-	347	In commission.
Ripple -	348	233	60	{ Fitting, repairing, &c. in commission. Ditto - in reserve	-	4	-	-	2	-	-	-	-	-	2	-	-	348	1st Division, Devonport.
Rocket -	349	235	60	{ Maintenance in reserve Fitting, repairing, &c. in reserve.	5	3	-	-	1	8	-	-	3	20	1	-	-	349	Hauled up on slip at Has- lar.
Rodney -	350	2,770	500	{ Maintenance in reserve Fitting, repairing, &c. in commission.	-	-	-	-	-	1	-	-	-	-	1	-	-	350	2d Division, Sheerness.
Roebuck -	351	865	175	{ Maintenance in reserve Ditto - in reserve	101	1	2	-	3	19	2	-	20	127	432	-	-	351	3d Division, Portsmouth.
Rosario -	352	673	150	{ Fitting, repairing, &c. in commission. Ditto in reserve	85	139	4	-	9	-	2	-	47	305	-	42	-	352	In commission.
Rose -	353	234	60	{ Maintenance in reserve Fitting, repairing, &c. in commission.	61	106	4	9	915	90	6	-	236	1,421	1,458	-	-	353	1st Division, Queenstown.
Royal Albert -	354	3,726	500	{ Maintenance in reserve - Fitting, repairing, &c. in reserve.	-	1	-	-	-	30	-	-	6	37	24	-	-	354	3d Division, Devonport.
Royal Alfred -	355	4,045	800	{ Fitting, repairing, &c. in reserve. Ditto in reserve	52	1	-	-	15	-	11	92	424	2,705	2,705	-	-	355	Fitting while building at Portsmouth.
Royal George -	356	2,616	400	{ Fitting, repairing, &c. in reserve. Ditto in reserve	1,385	628	42	108	-	-	-	-	3	10	210	-	-	356	2d Division, Devonport.
Royal Oak -	357	4,056	800	{ Fitting, repairing, &c. in reserve. Ditto in reserve	2	6	2	-	-	18	-	-	31	202	54,639	-	-	357	1st Division, Chatham.
Royal Sovereign -	358	3,963	800	{ Maintenance in reserve Fitting, repairing, &c. in reserve.	17,397	12,250	609	2,478	12,556	432	11	274	8,571	54,628	54,639	-	3,284	358	Converting to a cupola ship, Portsmouth.
Royal William -	359	2,849	500	{ Maintenance in reserve Fitting, repairing, &c. in reserve.	-	27	1	9	3,635	-	9	156	46	255	-	380	-	359	2d Division, Devonport.

Royalist	-	360	11	669	150	{ Fitting, repairing, &c. in reserve.	68	175	5	15	-	-	25	8	54	350	-	360	1st Division, Devonport.
						{ Maintenance in reserve	24	76	-	-	12	-	19	-	8	54	-		
Ruby	-	-	2	217	60	{ Fitting, repairing, &c. in commission.	4	103	2	103	674	-	72	221	1,323	3,537	-	361	In Commission.
Russell	-	362	60	1,751	200	{ Ditto - in reserve	567	558	31	-	96	199	387	376	2,214	2,214	-	362	In Commission.
						{ Fitting, repairing, &c. in commission.	-	23	-	-	1,088	-	-	255	1,479	1,479	-		
Salamander	-	363	6	818	220	{ Fitting, repairing, &c. in reserve.	4,931	3,703	293	4	1	-	32	119	1,867	10,950	-	363	4th Division, Deptford.
Salamis	-	364	1	835	250	{ Fitting, repairing, &c. in reserve.	504	127	13	2	-	-	-	-	121	767	-	364	Fitting, while building at Chatham.
Sampson	-	365	6	1,299	467	{ Maintenance in reserve	-	1	-	-	-	17	2	1	4	25	-	365	3d Division, Portsmouth.
Sandfly	-	366	2	236	60	{ Fitting, repairing, &c. in commission.	-	1	-	-	4	25	-	-	5	31	4	366	1st Division, Queenstown.
Sanspareil	-	367	10	2,339	400	{ Fitting, repairing, &c. in commission.	552	709	26	1	2,435	170	14	25	824	4,756	-	367	In Commission.
Satellite	-	368	21	1,462	400	{ Fitting, repairing, &c. in commission.	103	-	-	-	7	-	10	-	1	121	-	368	In Commission.
Savage	-	369	2	235	60	{ Fitting, repairing, &c. in reserve.	20	28	-	89	372	405	4	12	33	186	477	369	Hauled up on slip at Has- lar.
Scourge	-	370	6	1,124	420	{ Maintenance in reserve	-	2	-	-	4	15	-	-	3	20	4	370	3d Division, Woolwich.
						{ Fitting, repairing, &c. in reserve.	413	18	-	4	35	10	37	70	27	160	451	-	
Scout	-	371	21	1,462	400	{ Fitting, repairing, &c. in commission.	56	14	-	-	582	145	-	-	131	928	-	371	In Commission.
						{ Ditto - in reserve	33	43	2	23	2,544	419	168	13	159	250	2,854	-	
Scylla	-	372	21	1,467	400	{ Maintenance in reserve	712	125	4	-	59	-	211	578	192	1,169	712	372	3d Division, Sheerness.
						{ Fitting in reserve	-	-	-	-	-	1	-	-	-	1	-	-	
Seahorse	-	373	12	1,258	200	{ Maintenance in reserve	18	1	-	-	-	12	-	-	6	37	-	373	2d Division, Devonport.
						{ Fitting, repairing, &c. in reserve.	101	248	9	102	654	106	401	508	418	2,547	-		
Sepoy	-	374	2	235	60	{ Maintenance in reserve	-	5	-	-	-	12	6	-	4	27	-	374	1st Division, Sheerness.
						{ Fitting, repairing, &c. in reserve.	6	10	-	-	-	-	4	10	5	35	-		
Serpent	-	375	4	695	200	{ Maintenance in reserve	8	13	-	-	-	9	3	-	6	39	74	375	3d Division, Sheerness.
						{ Fitting, repairing, &c. in commission.	729	703	29	10	1,440	210	1	12	670	3,804	-		
Severn	-	376	35	2,767	500	{ Ditto in reserve -	89	77	3	-	1,719	-	1	-	346	2,235	-	376	In Commission.
						{ Maintenance in reserve	-	-	-	-	4	28	-	-	6	38	-		
Shannon	-	377	35	2,667	600	{ Fitting, repairing, &c. in commission.	822	625	25	16	1,032	200	386	301	688	4,115	-	377	In Commission.
						{ Fitting, repairing, &c. in commission.	-	-	-	43	-	-	-	-	-	-	43	-	
Sharpshooter	-	378	6	503	102	{ Ditto in reserve -	599	1,203	6	-	200	-	201	208	429	2,645	201	378	2d Division, Portsmouth.
						{ Maintenance in reserve	2	-	-	-	-	3	-	-	1	6	-		
						{ Fitting, repairing, &c. in commission.	9	17	-	-	448	-	-	-	99	573	-		
Shearwater	-	379	4	669	150	{ Ditto - in reserve	1,081	1,288	48	690	2,993	237	121	177	1,238	7,863	-	379	In Commission.
						{ Maintenance in reserve	-	1	-	-	-	5	-	-	1	7	-		
Sheldrake	-	380	2	234	60	{ Fitting, repairing, &c. in commission.	40	-	-	-	-	4	-	-	-	44	-	380	In Commission.
						{ Fitting, repairing, &c. in commission.	-	-	-	348	2,007	206	-	-	-	-	2,561	-	
Sidon	-	381	18	1,316	560	{ Ditto reserve	-	-	-	-	46	-	-	2	3	5	33	381	3d Division, Portsmouth.
						{ Maintenance in reserve	19	3	-	-	-	80	1	-	19	122	-	-	

Spider	-	395	2	236	60	Fitting, repairing, &c. in commission.	10	-	-	-	-	-	-	-	-	-	-	10	-	395	In commission.
Spitful	-	396	6	1,054	280	Fitting, repairing, &c. in commission.	27	34	1	-	520	91	7	11	139	830	-	646	-	396	In commission.
	-					Ditto - in reserve	5	11	-	421	86	-	-	-	7	23	207	-	-		
St. George	-	397	86	2,861	500	Fitting, repairing, &c. in commission.	708	933	40	20	3,077	148	44	50	1,041	6,041	20	6,021	-	397	In commission.
	-						130	-	-	2,109	34	-	-	-	1	1	2,273	-	-		
St. Jean d'Acre	-	398	81	3,200	600	Fitting, repairing, &c. in commission.	432	-	-	-	-	-	-	-	-	-	432	-	-	2,223	3d Division, Devonport.
	-					Ditto - in reserve	72	61	2	-	-	18	-	-	28	181	-	-	-		
	-					Maintenance in reserve	10	48	1	2	2	-	5	9	15	92	-	123	-	399	2d Division, Sheerness.
Star	-	399	4	695	200	Fitting, repairing, &c. in reserve.	8	4	-	-	-	10	4	-	5	31	-	-	-		
	-					Maintenance in reserve	697	-	-	-	-	-	-	-	-	697	-	1,388	-	400	In commission.
Stannah	-	400	1	235	60	Fitting, repairing, &c. in commission.	691	-	-	-	-	-	-	-	-	691	-	-	-		
	-					Maintenance in reserve	71	102	4	11	407	88	366	52	185	1,286	-	1,286	-	401	In commission.
Steady	-	401	5	431	80	Fitting, repairing, &c. in commission.	81	108	2	1	54	30	17	33	64	390	-	390	-	402	In commission.
Stork	-	402	2	236	60	Fitting, repairing, &c. in commission.	-	-	-	-	6	-	-	-	-	6	-	6	-	403	In commission.
Stromboli	-	403	6	967	280	Fitting, repairing, &c. in commission.	-	-	-	-	-	-	-	-	-	-	-	-	-		
	-						75	52	3	7	67	85	97	24	76	486	-	485	-	404	In commission.
Styx	-	404	6	1,057	260	Fitting, repairing, &c. in commission.	-	-	-	-	-	-	-	-	-	-	1	-	-		
	-					Ditto - in reserve	5	8	-	2	81	39	5	26	31	197	-	197	-	405	In commission.
Surly	-	405	2	236	60	Fitting, repairing, &c. in commission.	-	-	-	-	-	-	-	-	-	-	-	-	-		
Surprise	-	406	4	680	200	Fitting, repairing, &c. in commission.	213	239	14	-	445	127	36	49	224	1,347	-	1,347	-	406	In commission.
	-						2,123	2,039	84	32	4,284	292	22	26	1,088	10,590	-	15,313	-	407	In commission.
Sutlej	-	407	35	3,066	500	Fitting, repairing, &c. in commission.	155	70	4	44	3,632	-	-	-	760	4,665	-	-	-		
	-					Ditto - in reserve	21	4	-	-	7	16	-	1	9	38	-	-	-		
	-					Maintenance in reserve	5	3	-	-	-	6	-	-	2	11	5	7	-	408	Hauled up on slip at Haslar.
Swan	-	408	2	236	60	Fitting, repairing, &c. in reserve.	-	-	-	-	-	-	-	-	-	1	-	-	-		
	-					Maintenance in reserve	16	25	-	89	423	32	-	13	100	275	423	172	-	409	Hauled up on slip at Haslar.
Swinger	-	409	2	235	60	Fitting, repairing, &c. in reserve.	-	2	-	-	4	14	-	-	4	24	4	-	-		
	-					Maintenance in reserve	4	-	-	-	-	-	-	-	-	-	-	-	-	410	In commission.
Tarfur	-	410	20	1,296	1,250	Fitting, repairing, &c. in commission.	-	-	-	63	102	301	-	-	-	466	-	466	-		
	-						-	-	-	-	-	-	-	-	-	-	-	-	-	411	Fitting while building at Pembroke.
Tartarus	-	411	4	695	200	Fitting, repairing, &c. in reserve.	-	-	-	-	-	-	-	3	1	4	-	4	-		
	-						34	-	-	68	2,914	240	-	-	-	-	3,236	-	-	3,192	3d Division, Portsmouth.
Termagant	-	412	23	1,547	310	Fitting, repairing, &c. in commission.	-	-	-	-	-	-	-	-	-	-	-	-	-		
	-					Ditto - in reserve	11	8	-	-	18	7	1	7	4	12	-	-	-		
	-					Maintenance in reserve	243	2,656	161	43	15	6,191	1,553	-	2,890	13,466	256	13,187	-	413	3d Division, Sheerness.
Terrible	-	413	21	1,850	800	Fitting, repairing, &c. in reserve.	-	-	-	-	25	1	1	-	-	2	25	-	-		
	-					Maintenance in reserve	-	-	-	-	-	-	-	-	-	-	-	-	-		

1862-63.

No. 6.

STEAM SHIPS and VESSELS Fitting Out, Refitting, Repairs, and Maintenance, in Commission and Reserve--continued.

EXPENDITURE INCURRED DURING THE YEAR 1862-63.																	
NAME of SHIP.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	HULL.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Propor- tion of Inci- dental Expenses charged <i>pro rata</i> .	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.	REMARKS.
					Materials.	Labour.	Per-centage for Deterioration, by use, of Stores, Spauls, Staging, &c.				Materials.	Labour.					
Terror	414	1,971	200	Fitting, repairing, &c. in commission.	£. 14	£. 26	£. 1	£. 11	£. 385	£. 42	£. 27	£. 25	£. 100	£. -	£. 631	£. -	414 In commission.
Thistle	415	235	60	Fitting, repairing, &c. in commission. Maintenance in reserve -	6	6	-	-	3	56	6	24	18	-	132	-	415 2d Division, Sheerness.
Thrasher	416	234	60	Fitting, repairing, &c. in reserve. Maintenance in reserve -	76	116	5	-	60	4	168	304	146	-	964	-	416 2d Division, Sheerness.
Thrush	417	243	40	Fitting, repairing, &c. in reserve. Maintenance in reserve -	2	1	-	-	-	52	17	-	13	-	85	-	417 Hauled up on Slip at Haalar.
Thunder	418	1,469	150	Fitting, repairing, &c. in commission. Maintenance in reserve -	4	-	-	-	-	2	-	-	-	-	9	-	418 2d Division, Chatham.
Thunderbolt	419	1,973	200	Fitting, repairing, &c. in reserve. Maintenance in reserve -	11	4	-	-	71	17	-	-	21	-	26	-	419 Moored in Thames while Forts are under repair.
Tickler	420	232	60	Fitting, repairing, &c. in reserve. Maintenance in reserve -	4	1	-	-	11	7	-	-	4	-	151	-	420 2d Division, Sheerness.
Tilbury	421	234	60	Fitting, repairing, &c. in reserve. Maintenance in reserve -	-	2	-	-	-	10	-	-	2	-	30	-	421 1st Division, Devonport.
Tiny	422	211	20	Fitting, repairing, &c. in commission. Maintenance in reserve -	4	7	-	-	-	4	9	1	4	-	38	-	422 Hauled up on Slip at Haalar.
Topaze	423	2,659	600	Fitting, repairing, &c. in commission.	2	3	-	-	-	15	-	-	-	-	1	-	423 In commission.
Torch	424	428	80	Fitting, repairing, &c. in commission.	-	-	-	-	70	-	-	-	-	-	70	-	424 In commission.
Trafalgar	425	2,900	500	Fitting, repairing, &c. in commission. Fitting, repairing, &c. in reserve -	245	330	18	164	1,259	174	9	-	509	9	2,690	-	425 In commission.
Traveller	426	234	60	Fitting, repairing, &c. in commission. Ditto - in Reserve	6	19	-	68	374	88	-	-	5	530	-	473	426 Hauled up on Slip at Haalar.
Tribune	427	1,570	300	Fitting, repairing, &c. in commission. Maintenance in reserve -	372	154	4	1,502	590	2	138	243	707	2	3,808	-	427 In commission.

Trident	-	428	-	3	250	350	Fitting, repairing, &c. in commission.	120	126	7	12	233	232	38	153	191	1,167	-	1,167	-	428	In commission.	
Trinculo	-	429	-	2	273	60	{ Fitting, repairing, &c. in commission. Ditto - in reserve -	8	25	-	18	42	51	21	17	32	214	-	250	-	429	In commission.	
Triton	-	430	-	3	654	260	{ Maintenance in reserve - Fitting, repairing, &c. in commission.	1,519	2,889	94	492	2,968	853	2,079	1,067	2,459	14,400	-	14,396	-	430	In commission.	
Trusty	-	431	-	14	1,539	130	{ Ditto - in reserve - Fitting, repairing, &c. in reserve.	-	-	-	-	4	-	-	-	-	-	4	-	-	-	431	3d Division, Woolwich.
Tylian	-	432	-	2	272	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	-	-	-	-	-	1	-	-	-	254	11	244	-	432	1st Division, Portsmouth.	
Teazer	-	433	-	2	296	40	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	318	368	16	32	451	77	289	147	336	2,034	-	2,039	-	433	Sold, 20 June 1862.	
Undaunted	-	434	-	39	3,039	600	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	-	1	-	1	-	2	-	-	1	5	-	14	-	434	3d Division, Sheerness.	
Valiant	-	435	-	34	4,063	800	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	-	23	-	-	-	-	-	-	4	27	43	-	-	-	435	Fitting while building at Poplar.
Valorous	-	436	-	16	1,257	400	{ Fitting, repairing, &c. in commission. Ditto - in reserve -	29	-	-	-	-	-	-	-	-	-	29	-	23,260	-	436	1st Division, Devonport.
Vesuvius	-	437	-	6	970	250	{ Maintenance in reserve - Fitting, repairing, &c. in commission.	5,012	6,381	371	880	165	4	4,915	1,430	4,135	23,289	4	-	-	-	437	In commission.
Victor	-	438	-	6	859	350	{ Fitting, repairing, &c. in reserve. Ditto - in reserve -	265	174	9	12	4,486	1,594	28	34	1,217	7,819	-	9,138	-	-	438	2d Division, Sheerness.
Victor Emanuel	-	439	-	79	3,087	600	{ Maintenance in reserve - Fitting, repairing, &c. in commission.	301	577	18	24	75	1	61	54	208	1,319	-	41	-	-	439	3d Division, Portsmouth.
Victoria	-	440	-	107	4,127	1,000	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	7	6	-	57	6,775	356	4	-	10	16	7,799	-	-	-	440	2d Division, Portsmouth.
Vigilant	-	441	-	4	680	200	{ Fitting, repairing, &c. in reserve. Ditto - in reserve -	4	4	-	-	-	33	-	-	8	49	-	-	-	-	441	In commission.
Violet	-	442	-	2	234	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	341	137	4	-	671	157	51	126	536	1,682	-	8,843	-	-	442	3d Division, Devonport.
Viper	-	443	-	4	477	80	{ Fitting, repairing, &c. in reserve. Ditto - in reserve -	2,150	1,989	128	31	673	-	418	848	1,247	7,484	-	-	-	-	443	Sold, 28 April 1862.
Virago	-	444	-	6	1,059	300	{ Maintenance in reserve - Fitting, repairing, &c. in commission.	-	15	-	-	-	-	-	-	3	18	-	-	-	-	444	In commission.
Vixen	-	445	-	6	1,054	280	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	-	5	-	-	-	-	-	2	2	9	-	14	-	-	445	Sold, 11 November 1862.
Vulture	-	446	-	6	1,191	470	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	-	-	-	-	45	-	-	-	1	5	-	45	-	-	446	3d Division, Portsmouth.

1862-63.

No. 6.

STEAM SHIPS AND VESSELS Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1862-63.														REMARKS.					
NAME of SHIP.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	HULL.			Masts and Yards.	Rigging and Stores.	Engineer's Stores (not Coals).	Repairs to Machinery.		Proportion of Inci- dental Expenses charged pro rata.		Total of each Head of Charge.	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.	
					Materials.	Labour.	Percentage for Deterioration, by use, of Stores, Spauls, Staging, &c.				Materials.	Labour.							
Wanderer -	447	672	200	Fitting, repairing, &c. in commission.	27	44	2	£. 1	£. 161	£. 62	£. 128	£. 129	£. 112	£. 666	£. -	£. -	447	In commission.	
Warrior -	448	6,109	1,250	Fitting, repairing, &c. in commission.	4,628	4,050	220	*526	878	448	790	1,099	2,679	14,792	526	14,266	448	In commission.	
Wasp -	449	974	100	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve -	-	-	-	59	-	-	-	-	-	-	59	-	45	449	3d Division, Portsmouth.
Watchful -	450	237	40	{ Maintenance in reserve - Fitting, repairing, &c. in reserve.	204	-	-	-	-	-	-	-	-	204	-	204	-	450	Laid up at Hong Kong.
Wave -	451	235	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	5	3	-	-	-	32	-	-	7	42	5	38	-	451	Hauled up on slip at Haslar.
Weasel -	452	235	60	{ Fitting, repairing, &c. in commission. Maintenance in reserve -	211	-	-	-	-	64	3	-	-	278	-	278	-	452	In commission.
Weser -	453	590	160	{ Fitting, repairing, &c. in commission. Maintenance in reserve -	34	-	-	-	148	140	2	3	43	375	-	375	-	453	In commission.
Whiting -	454	236	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	27	79	1	-	-	23	-	-	22	125	27	99	-	454	Hauled up on slip at Haslar.
Windsor Castle -	455	3,101	500	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	-	-	-	-	-	7	-	1	2	13	-	-	-	455	2d Division, Devonport.
Wizard -	456	270	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	90	140	5	-	-	20	-	-	47	302	-	315	-	456	2d Division, Sheerness.
Wolf -	457	233	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	1	1	-	-	-	4	-	-	1	6	-	7	-	457	Hauled up on slip at Haslar.
Wolverene -	458	1,703	400	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	-	-	-	-	-	11	-	-	2	14	5	10	-	458	Fitting while building at Woolwich.
Woodcock -	459	239	40	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	527	-	-	-	-	-	-	-	-	527	-	527	-	459	Laid up at Hong Kong.
Zealous (armoured-plated ship).	460	3,716	800	{ Fitting, repairing, &c. in reserve. Maintenance in reserve -	90	5	1	-	-	-	-	-	13	114	-	114	-	460	Fitting while building at Penbroke.
Zebra -	461	951	200	{ Fitting, repairing, &c. in commission. Ditto - in reserve -	107	119	5	10	1,205	89	-	2	293	1,830	-	2,138	-	461	In commission.
TOTAL	-	569,083	121,070	TOTAL - in reserve -	202,489	199,198	9,755	26,935	139,567	22,421	62,751	44,118	177,732	1,072,953	487,087	1,035,178	450,212		

* The Warrior has been credited with 516l. overcharged on the account for 1861-62, for mast-gear, purchased at an enhanced price during the Russian war. The average cost per ton of the mast-gear was 10s. 6d. per ton.

STEAM VESSELS PERMANENTLY EMPLOYED AS TROOP, STORE, OR SURVEYING VESSELS, TENDERS, YACHTS, &c.
FITTING OUT, REFITTING, REPAIRS AND MAINTENANCE.

No. 7.

Note—The Figures printed in *Italics* show the amount of Credits for Stores returned.

EXPENDITURE INCURRED DURING THE YEAR 1862-63.																	
N A M E of S H I P.	Rate or Class of Vessel.	Ton- nage.	Horse Power.	Hull.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of incidental Expenses charged <i>pro rata</i> .	Total Charge to each Ship.	Total Credit for Stores return'd.	Net Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.	R E M A R K S.
				Materials.	Labour.	Per-centage for Deterioration, by use, of Stores, Spauls, Staging, &c.				£.	£.						
Adder -	1 Tender -	241	100	46	72	-	1	52	112	8	21	51	£. 369	£. -	£. 369	1 Tender to "Wellesley," training ship at Chatham.	
Adventure -	2 Troop ship -	1,794	400	1,571	1,260	55	59	7,613	1,716	271	395	1,809	14,600	59	4,531	2 In commission.	
Advice -	3 Tender -	197	100	6	-	-	-	1	-	-	-	-	7	-	7	3 Tender to "Hastings," guard ship at Queenstown.	
Argus -	4 Tender -	318	60	1,372	1,418	59	178	456	134	424	413	619	5,073	-	5,073	4 Coast-guard tender.	
Asp -	5 Tender -	112	50	16	14	1	-	43	28	2	8	16	133	-	133	5 Tender to "Saturn," stationary ship at Pembroke, for surveying service in Bristol Channel.	
Avon -	6 Small vessel -	361	160	16	9	-	78	954	145	-	-	3	12	4,193	-	4,161	6 Sold 19 January 1863.
Bann -	7 Small vessel -	267	80	2	-	-	-	-	-	-	-	-	2	-	2	7 Tender to "Fisgard," flag ship at Woolwich, for surveying service on coast of Cornwall.	
Banshee -	8 Tender -	672	350	50	19	-	40	699	286	186	31	38	274	4,075	-	801	8 3d Division, Woolwich.
Bee -	9 Tender -	42	10	26	46	1	-	12	17	-	1	13	116	-	116	9 Tender at Portsmouth.	
Black Eagle -	10 Yacht -	540	260	1,979	2,235	148	-	455	146	3,876	1,275	1,509	11,625	-	11,625	10 Tender to "Fisgard," flag ship, Woolwich.	
Bruce -	11 Depot -	267	-	22	-	-	-	-	-	-	-	-	22	-	22	11 Sunk in Lagos Lagoon.	
Buffalo -	12 Store ship -	440	80	28	173	2	-	5	-	23	93	39	312	51	261	12 3d Division, Woolwich.	
Caradoc -	13 Tender -	676	350	3,762	4,272	247	150	1,063	707	4,847	2,140	2,310	19,498	-	19,498	13 In commission.	
Chasseur -	14 Tender -	543	70	49	65	2	-	2	61	-	-	24	203	-	203	14 Floating Factory at Sheerness.	
Comandant -	15 Tender -	303	150	-	47	-	-	660	3	5	17	9	51	-	3	15 Tender to flag ship on China station.	
Cuckoo -	16 Tender -	234	100	377	547	21	135	1,227	178	609	387	507	3,988	-	3,988	16 Tender at Portsmouth.	
Dasher -	17 Small vessel -	200	100	377	547	21	135	1,227	178	609	387	507	3,988	-	3,988	17 For protection of fisheries.	
Dee -	18 Store ship -	704	220	1,853	2,353	108	160	78	-	6,204	966	1,712	13,356	75	13,278	18 1st Division, Woolwich.	
Dromedary -	19 Store ship -	654	100	863	790	33	29	1,489	441	134	188	521	4,488	-	4,488	19 In commission.	
Elfin -	20 Yacht -	98	40	85	233	6	6	245	73	126	179	135	1,088	-	1,088	20 Tender to Royal Yacht.	
Euclantres -	21 Yacht -	835	250	4,904	4,508	179	77	371	56	68	211	1,949	12,323	-	12,323	21 4th Division, Portsmouth.	
Fairy -	22 Yacht -	312	128	139	585	16	3	867	234	1,137	173	472	3,626	-	3,626	22 Tender to Royal Yacht.	
Fearless -	23 Tender -	165	76	37	7	1	42	15	130	7	3	27	227	42	215	23 Tender to "Cumberland," guard ship of reserve at Sheerness.	
Firefly -	24 Sloop -	550	220	245	160	12	25	411	147	-	-	133	1,133	-	1,133	24 Surveying service on the coast of Syria.	
Fire Queen -	25 Tender -	313	120	114	151	5	2	201	108	36	74	101	792	-	792	25 Tender to "Victory," flag ship at Portsmouth.	
Fox -	26 Store ship -	1,131	200	477	562	19	872	180	201	534	204	439	3,488	-	3,488	26 In commission.	
Hecate -	27 Sloop -	240	817	-	-	-	-	585	97	-	-	6	888	-	888	27 Surveying service at Vancouver's Island.	
Hesper -	28 Store ship -	808	150	889	-	-	-	-	-	-	-	-	889	-	889	28 In commission.	
Himalaya -	29 Troop ship -	3,453	700	946	1,567	52	14	1,576	1,334	921	1,015	1,135	8,560	-	8,560	29 In commission.	
Industry -	30 Store ship -	638	80	244	312	11	5	526	214	359	319	284	2,274	-	2,274	30 Tender to "Saturn," stationary ship at Pembroke.	
Lightning -	31 Tender -	296	100	47	45	3	-	68	39	21	29	34	286	-	286	31 Tender to "Saturn," stationary ship at Pembroke.	
Lizard -	32 T.e.d.r. -	340	150	56	41	1	3	170	105	-	-	54	410	-	410	32 Tender to "Formidable," flag ship at Sheerness.	

as the engines were subsequently appropriated to the latter vessel.

1862-63.

No. 7.

STEAM VESSELS permanently employed as Troop, Store, Surveying Vessels, Tenders, Yachts, &c., (Fitting Out, Refitting, Repairs and Maintenance)---continued.

NAME of SHIP.		Rate or Class of Vessel.	Horse Power.	EXPENDITURE INCURRED DURING THE YEAR 1862-63.					REMARKS.											
				Hull.		Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of incidental Expenses charged <i>pro rata</i> .	Total Charge to each Ship.	Total for Credit for Stores returned.	Net Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.					
				Materials.	Labour.				Per-centage for Deterioration, by use of Stores, Spauls, Staging, &c.	£.						£.	£.	£.	£.	£.
-	-	33	180	387	141	188	£.	6	107	136	114	£.	343	424	195	£.	1,654	33	Tender at Portsmouth.	
-	-	34	70	295	332	-	-	-	-	-	25	-	-	-	-	-	357	34	In commission.	
-	-	35	312	889	76	119	£.	6	312	229	120	£.	17	26	82	675	35	35	Surveying service in Mediterranean.	
-	-	36	312	889	895	804	£.	37	1	1,742	1,253	£.	1,019	664	860	7,275	36	36	Tender to "Cumberland," guardship of reserve at Sheerness.	
-	-	37	350	1,395	583	821	£.	32	1	689	648	£.	177	403	470	3,824	37	37	In commission.	
-	-	38	50	116	55	39	£.	2	5	34	75	£.	46	59	41	351	38	38	Tender at Sheerness.	
-	-	39	500	2,812	2	5	£.	-	866	714	-	£.	-	-	205	1,792	39	39	Fourth Division reserve.	
-	-	40	430	1,034	534	1,035	£.	33	39	1,229	285	£.	829	829	644	7,766	40	40	Tender to "Asia," guard ship of reserve at Portsmouth.	
-	-	41	360	1,967	5	5	£.	-	-	-	-	£.	-	-	1	6	5	41	41	Lost 21st October 1860, on the Island of Mayo, Cape de Verdes; returns from wreck.
-	-	42	100	227	43	19	£.	-	-	230	132	£.	28	33	68	553	-	42	42	Tender at Portsmouth.
-	-	43	50	111	127	183	£.	6	-	10	22	£.	84	66	538	538	-	43	43	Tender to "Royal Adelaide."
-	-	44	132	352	305	473	£.	17	44	1,592	467	£.	519	305	543	4,265	-	44	44	Tender to "Fisgard."
-	-	45	120	270	386	697	£.	32	47	294	77	£.	295	467	308	2,526	74	45	45	Tender to "Royal Adelaide," flag ship at Devonport.
-	-	46	220	813	91	172	£.	3	-	263	236	£.	84	121	143	1,113	-	46	46	In commission.
-	-	47	100	486	114	5	£.	-	50	109	29	£.	13	-	12	332	-	47	47	Surveying Service in the Chinese Seas.
-	-	48	280	1,089	5	76	£.	1	-	-	-	£.	1,093	2	11	1,188	2	48	48	Fitting for a Floating Factory at Portsmouth.
-	-	49	60	236	-	-	£.	-	50	-	4	£.	-	-	1	5	50	49	49	Third Division, Devonport.
-	-	50	50	330	64	3	£.	-	-	44	1	£.	1	3	10	126	-	50	50	Coast guard Tender, "for surveying service on Coast of Ireland."
-	-	51	60	233	23	83	£.	2	89	1,191	257	£.	4	17	215	1,881	-	51	51	Tender to "Fisgard," for surveying service on Coast of Ireland.
-	-	52	400	1,980	113	267	£.	6	874	2,631	474	£.	744	434	142	962	4,420	52	52	Third Division, Portsmouth.
-	-	53	60	273	249	309	£.	12	2	311	60	£.	46	36	148	1,173	-	53	53	Tender to "Dasher," for the protection of the Fisheries.
-	-	54	234	100	136	181	£.	6	7	159	91	£.	65	79	140	864	-	54	54	Tender to guard ship of reserve at Portsmouth.
-	-	55	80	638	177	190	£.	6	100	245	175	£.	68	209	167	1,337	-	55	55	In commission.
-	-	56	60	486	8	31	£.	1	3	16	-	£.	51	51	21	182	-	56	56	Surveying Service on the coast of China and Japan.
-	-	57	500	2,812	1,031	391	£.	-	20	-	-	£.	-	-	4	24	-	57	57	Fourth Division, Woolwich.
-	-	58	400	1,981	526	1,985	£.	20	103	2,935	272	£.	5	33	126	1,606	-	58	58	Third Division, Portsmouth.
-	-	59	600	2,345	600	600	£.	62	32	3,479	325	£.	1,327	243	990	8,969	4,704	59	59	Royal Yacht.
-	-	60	160	352	210	304	£.	9	-	223	77	£.	174	176	173	1,346	-	60	60	Tender to "Fisgard," flag ship at Woolwich.
-	-	61	140	720	139	155	£.	-	3	108	201	£.	-	-	78	684	-	61	61	Floating Factory at Portsmouth.
-	-	62	400	1,764	565	23	£.	-	-	-	30	£.	-	-	19	595	-	62	62	In commission.
-	-	63	76	186	12	23	£.	-	3	37	66	£.	1	1	19	162	-	63	63	Tender to "Formidable," flag ship at Sheerness.
-	-	64	100	700	2	-	£.	-	2	1	31	£.	-	-	1	37	-	64	64	In commission.
TOTAL				£.	46,102	12,717	26,905	30,027	1,281	1,860	22,764	10,062	17,452	12,841	19,839	164,174	24,443	150,881	7,850	

Note.—The average cost per ton during the year upon the Hull, &c., was 2*l.* 1*s.* 9*d.* The average cost per horse-power during the year upon the machinery was 3*l.* 13*s.* 8*d.*

SAILING SHIPS AND VESSELS FITTING OUT, REFITTING, REPAIRS, AND MAINTENANCE, IN COMMISSION AND RESERVE.

Note.--The Figures printed in *Italics* show the amount of Credits for Stores, &c., returned.

EXPENDITURE INCURRED DURING THE YEAR 1862-63.																
NAME of SHIP.	Guns	Tonnage.	When Launched.	DESCRIPTION OF CHARGE.	HULL.				Masts and Yards.	Rigging and Stores.	Proportion of incidental Expenses charged pro rata.	Total of each Head of Charge.	Total Credits for Stores Returned.	Net aggregate Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.	REMARKS.
					Materials.	Labour.	Per-centage for Deterioration, by use, of Stores, Spauls, Staging, &c.	£.								
Achille -	1	1,984	1798	Maintenance in reserve	-	-	-	-	-	2	-	2	-	2	-	1 In reserve, Sheerness.
Active -	2	1,627	1845	Fitting, repairing, &c., in re- serve.	3	-	-	-	-	-	1	4	-	20	-	2 In reserve, Chatham.
Africaine -	3	1,173	1827	Maintenance in reserve	13	1	-	-	-	-	2	16	-	-	-	3 Signal and divisional ship, Chatham.
Alfred -	4	1,763	1811	Fitting, repairing, &c., in re- serve.	8	-	-	-	-	-	1	9	-	14	-	4 Late a target ship, Portsmouth.
Amazon -	5	1,078	1821	Maintenance in reserve	4	-	-	-	-	-	25	44	-	-	-	5 In reserve, Devonport.
Amphitrite -	6	1,068	1816	Fitting, repairing, &c., in re- serve.	-	19	-	-	-	2	-	-	2	-	17	6 Lent to contractor for reception of men constructing fort behind Plymouth Breakwater.
Andromeda -	7	1,215	1829	Maintenance in reserve	4,784	36	-	-	198	7	43	1,982	-	-	-	7 In reserve, Devonport.
Anache -	8	602	1847	Maintenance in reserve	-	-	-	-	17	-	-	-	-	-	-	8 In reserve, Devonport.
Asia -	9	2,289	1824	Fitting, repairing, &c., in com- mission.	-	4	-	-	-	-	-	-	-	119	-	9 Guard ship of reserve, Portsmouth.
Calcutta -	10	2,299	1831	Maintenance in reserve	264	20	6	1	415	199	-	905	-	31	-	10 In reserve, Devonport.
Calypso -	11	724	1845	Fitting, repairing, &c., in com- mission.	18	8	-	-	-	5	31	-	74	61	-	11 In reserve, Chatham.
Canbrian -	12	1,625	1841	Ditto - in reserve	-	-	1	-	1	5	35	-	-	99	-	12 In reserve, Devonport.
Cambridge -	13	2,139	1815	Maintenance in reserve	28	53	-	-	-	16	100	-	-	2,419	-	13 Gunnery ship, Devonport.
Caryfort -	14	925	1836	Fitting, repairing, &c., in re- serve.	13	33	-	-	-	2	15	-	-	-	-	14 Sold to Messrs. Ritherton & Thompson, 22d November 1861.
Cerberus -	15	1,079	1827	Maintenance in reserve	37	225	10	77	1,441	14	2,436	47	-	12	-	15 Divisional ship, Devonport.
Chichester -	16	1,301	1843	Fitting, repairing, &c., in com- mission.	326	225	-	-	-	434	-	-	-	1	-	16 In reserve, Sheerness.
Cuce -	17	1,079	1827	Maintenance in reserve	-	-	-	-	26	3	3	-	-	4	-	17 In reserve, Devonport.

1862-63.

No. 8.

SAILING SHIPS and VESSELS Fitting Out, Refitting, Repairs, and Maintenance, in Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1862-63.															
NAME of SHIP.	Guns.	Tonnage.	When Launched.	DESCRIPTION of CHARGE.	Hull.			Masts and Yards.	Rigging and Stores.	Proportion of incidental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.	REMARKS.
					Materials.	Labour.	Per-Centage for Deterioration, by use of Stores, Spauls, Staging, &c.								
Clarence	18	2,288	1827	Fitting, &c., in reserve Maintenance in reserve	£. 1 20	£. 2	-	£. -	-	£. 4	1 26	£. -	£. 27	-	18 In reserve, Devonport.
Cleopatra	19	918	1835	Fitting, &c., in reserve Maintenance in reserve	£. 1	£. 1	-	£. -	-	£. 1	2 1	£. -	£. 3	-	19 Sold 17 February 1862.
Clyde	20	1,081	1828	Maintenance in reserve	£. 15	-	-	£. -	-	£. 3	18	£. -	£. 18	-	20 Divisional ship, Sheerness.
Contest	21	448	1846	Maintenance in reserve	£. 1	£. 1	-	£. -	-	£. 1	1	£. -	£. 1	-	21 In reserve, Portsmouth.
Crane	22	359	1839	Maintenance in reserve	£. 4	-	-	£. -	92	-	-	93	-	93	22 Sold 11 January 1862.
Creole	23	923	1845	Maintenance in reserve	£. 12	-	-	£. -	-	£. 2	14	£. -	£. 14	-	23 In reserve, Devonport.
Cumberland	24	2,214	1842	Fitting, repairing, &c., in commission.	£. 76	£. 10	£. 2	-	969	£. 212	1,269	£. -	£. 1,269	-	24 Guard ship of reserve, Sheerness.
Daphne	25	726	1838	Maintenance in reserve	£. 25	-	-	£. -	-	£. 5	30	£. -	£. 30	-	25 In reserve, Chatham.
Diamond	26	1,055	1848	Maintenance in reserve	£. 10	-	-	£. -	-	£. 2	12	£. -	£. 12	-	26 In reserve, Chatham.
Diana	27	1,083	1822	Fitting, &c., in reserve	£. 6	£. 3	-	£. -	-	£. 2	8	£. -	£. 22	-	27 Signal and divisional ship, Chatham.
Eurydice	28	921	1843	Fitting, repairing, &c., in reserve.	£. -	£. 1	£. -	£. -	-	£. -	1	£. -	£. 8	-	28 Fitted for a sea-going training ship for naval cadets, Portsmouth.
Excellent (late Queen Charlotte).	29	2,311	1810	Maintenance in reserve	£. 4	£. 2	-	£. -	-	£. 1	7	£. -	£. -	-	29 Gunnery ship, Portsmouth.
Fantome	30	483	1839	Fitting, &c., in reserve	£. 1	-	-	£. -	-	£. -	1	£. -	£. 1	-	30 In reserve, Chatham.
Fisgard	31	1,069	1819	Maintenance in reserve	£. 109	£. 117	£. 3	£. 11	260	£. 104	604	£. -	£. 604	-	31 Flag ship, Woolwich.
Flora	32	1,634	1844	Maintenance in reserve	£. 2	-	-	£. -	-	£. 2	2	£. -	£. 2	-	32 In reserve, Devonport.
Formidable	33	2,289	1825	Fitting, &c., in commission	£. 340	£. 348	£. 12	£. 5	1,241	£. 385	2,331	£. -	£. 2,331	-	33 Flag ship, Sheerness.
Foulroyant	34	2,062	1798	Fitting, &c., in reserve	£. 10	-	-	£. -	-	£. 2	12	£. -	£. 298	-	34 Armstrong guns placed on board, for exercising seamen, Devonport.
Frolic	35	509	1842	Maintenance in reserve	£. 124	£. 112	£. 5	£. -	-	£. 45	286	£. -	£. -	-	35 In reserve, Chatham.
Ganges	36	2,285	1821	Maintenance in reserve	£. 1	-	-	£. -	-	£. -	1	£. -	£. 1	-	36 In reserve, Sheerness.
Hamadryad	37	1,082	1823	Maintenance in reserve	£. 7	-	-	£. -	-	£. 1	8	£. -	£. 8	-	37 Divisional ship, Devonport.

Hazard	-	38	14	431	1837	Fitting, repairing, &c., in reserve.	1	20	-	-	130	30	181	-	180	38	In reserve, Portsmouth.
Hibernia	-	39	-	2,530	1804	Maintenance in reserve	5	3	-	-	-	1	4	-	989	39	Guard ship, Malta.
Himolstan	-	40	78	2,050	1841	Fitting, &c., in commission	125	248	11	28	410	167	989	-	-	40	In reserve, Devonport.
Hound	-	41	8	360	1846	Fitting, &c., in reserve.	1	21	-	-	-	4	26	-	1,404	41	In reserve, Devonport.
Icarus	-	42	-	234	-	Maintenance in reserve	403	495	-	-	-	335	1,283	-	-	42	For instruction in Armstrong-gun drill, Portsmouth.
Illustrious	-	43	-	1,746	1803	Fitting, repairing, &c., in commission.	23	25	-	-	2	9	59	-	59	43	In reserve, Devonport.
Indefatigable	-	44	50	2,047	1848	Maintenance in reserve	72	83	3	-	-	29	187	-	187	44	General ship of reserve, Devonport.
Indus	-	45	78	2,098	1839	Fitting, repairing, &c., in commission.	77	12	-	-	87	36	212	-	212	45	In reserve, Chatham.
Iris	-	46	26	907	1840	Fitting, &c., in reserve	7	-	-	-	-	1	8	-	14	46	In reserve, Portsmouth.
Lancaster	-	47	50	1,478	1823	Maintenance in reserve	30	12	-	-	-	8	50	-	50	47	Divisional ship, Portsmouth.
Laurel	-	48	42	1,088	1813	Maintenance in reserve	1	2	-	-	55	10	68	-	68	48	Divisional ship, Sheerness.
Leonidas	-	49	42	1,067	1807	Maintenance in reserve	4	5	-	-	-	2	11	-	11	49	In reserve, Chatham.
Mariner	-	50	12	481	1846	Fitting, repairing, &c., in reserve.	3	1	-	-	-	-	1	-	-	50	In reserve, Portsmouth.
Melanypus	-	51	42	1,089	1820	Maintenance in reserve	1	-	-	-	-	-	1	-	6	51	In reserve, Portsmouth.
Minotaur	-	52	-	1,726	1816	Maintenance in reserve	5	-	-	-	-	1	6	-	6	52	In reserve, Sheerness.
Modeste	-	53	18	568	1837	Maintenance in reserve	-	-	-	-	-	1	5	-	5	53	In reserve, Sheerness.
Monarch	-	54	84	2,284	1832	Maintenance in reserve	7	-	-	-	-	1	8	-	8	54	In reserve, Sheerness.
Mortar Floats	-	55	-	-	-	Fitting, &c., in reserve	2	-	-	-	-	1	3	-	4	55	Sold to Prussian Government 9 July 1862.
Mortar Vessels	-	56	-	-	-	Maintenance in reserve	1	-	-	-	-	-	1	-	-	56	In reserve, Chatham.
Musquito	-	57	16	551	1851	Fitting, &c., in reserve	81	62	3	-	36	27	173	-	218	57	Sold to Prussian Government 9 July 1862.
Naxos	-	58	50	2,049	1850	Maintenance in reserve	98	542	-	-	43	127	669	-	-	58	Sold to Prussian Government 9 July 1862.
Niobe	-	59	28	1,052	1849	Maintenance in reserve	-	-	-	-	47	-	-	-	-	59	Sold 11 January 1862.
Pilot	-	60	12	485	1838	Maintenance in reserve	-	-	-	-	-	-	-	-	-	60	In reserve, Devonport.
Pique	-	61	40	1,633	1834	Fitting, &c., in reserve	320	188	11	41	79	117	715	-	851	61	Sold 19 May 1862.
Portland	-	62	50	1,476	1822	Maintenance in reserve	35	3	-	-	259	1	4	-	-	62	In reserve, Portsmouth.
Powerful	-	63	84	2,296	1826	Fitting, repairing, &c., in reserve.	6	3	-	-	-	2	11	-	24	63	

1862-63.

No. 8.

Sailing Ships and Vessels, Fitting out, Refitting, Repairs and Maintenance in, Commission and Reserve—continued.

Expenditure incurred during the Year 1862-63.														
NAME OF SHIP.	Guns.	Tonnage.	When Launched.	DESCRIPTION of CHARGE.	Hall.			Masts and Yards.	Rigging and Stores.	Proportion of incidental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.	Total Credits for Stores Returned.	Net Aggregate Charge to each Ship during the Year 1862-63.	REMARKS.
					Materials.	Labour.	Per-Centage for Deterioration, by use of Stores, Spauls, Staging, &c.							
Princess Charlotte -	64	-	2,443	1825	Fitting, repairing, &c., in commission.	£. 564	-	£. -	£. 3	-	£. 567	-	£. -	64 Receiving Ship, Hong Kong.
Proserpine -	65	42	1,078	1830	Maintenance in reserve	2	-	-	-	-	2	-	2	65 In Reserve, Devonport.
Royal Adelaide -	66	-	2,446	1828	Fitting, &c., in commission	330	160	8	1	1,144	2,111	-	2,111	66 Flag Ship, Devonport.
Rover -	67	16	551	1853	Maintenance in reserve	-	-	-	-	39	-	39	-	67 Sold to Prussian Government, 9th July 1862.
Saturn -	68	-	1,616	1786	Fitting, repairing, &c., in commission.	13	4	-	2	97	169	-	169	68 Flag Ship, Pembroke.
Siren -	69	16	549	1841	Fitting, &c., in reserve	4	4	-	-	444	5	448	-	69 In Reserve, Portsmouth.
Southampton -	70	50	1,476	1820	Maintenance in reserve	2	3	-	-	-	6	-	6	70 In Reserve, Sheerness.
Stag -	71	44	1,218	1830	Maintenance in reserve	9	2	-	-	-	13	-	13	71 Fitted for Commander of Reserve.
Superb -	72	80	2,583	1842	Fitting, &c., in reserve	7	-	-	-	-	8	-	33	72 In Reserve, Chatham.
Sybil -	73	40	1,633	1847	Maintenance in reserve	9	14	-	-	-	27	-	27	73 In Reserve, Devonport.
Terpsichore -	74	18	603	1847	Maintenance in reserve	6	92	-	-	4	116	7	109	74 In Reserve, Chatham.
Thisbe -	75	42	1,083	1824	Maintenance in reserve	40	23	1	-	-	76	-	76	75 In Reserve, Devonport.
Thunderer -	76	84	2,279	1831	Fitting, &c., in reserve	-	1	-	-	-	1	-	31	76 In Reserve, Devonport.
					Maintenance in reserve	25	-	-	-	-	30	-	-	
Vernon -	77	50	2,082	1832	Maintenance in reserve	46	162	-	-	-	246	-	246	77 In Reserve, Chatham.
Victory -	78	-	2,164	1765	Fitting, repairing, &c., in commission.	115	77	1	14	1,209	1,751	-	1,751	78 Flag and Receiving Ship, Portsmouth.
Warspite -	79	50	1,890	1807	Maintenance in reserve	1	-	-	-	1	2	-	2	79 In Reserve, Chatham.
Wellesley -	80	-	1,746	1815	Fitting, &c., in commission	124	49	1	12	513	874	-	874	80 Training Ship for Boys, Chatham.
TOTAL - - -	-	Tons	109,083		£.	1,447	3,781	141	49	10,104	24,043	4,456	22,960	3,073

Note.—The average cost per ton during the year was 3 s. 8 d.

1862-63.

No. 9.

SAILING VESSELS PERMANENTLY EMPLOYED AS TROOP, STORE, OR SURVEYING VESSELS, TENDERS, YACHTS, &c.,
FITTING OUT, REFITTING, REPAIRS, AND MAINTENANCE.*Note.*—The Figures printed in *Italics* show the Amount of Credits for Stores returned.

NAME OF SHIP.		Rate or Class of Vessel.	Tonnage.	When Launched.	Expenditure incurred during the Year 1862-63.										REMARKS.
					Hull.			Masts and Yards.	Rigging and Stores.	Proportion of Incidental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.	
					Materials.	Labour.	Per-Centage for Deterioration, by use of Stores, Spauls, Staging, &c.								
Acorn	1	Sloop	485	1838	-	-	£.	£.	£.	£.	£.	£.	£.	1	Hospital Ship, Shanghai.
Active, Training Ship	2	5	1,627	1845	677	998	48	-	1,025	452	3,200	-	3,200	2	At Chatham, fitting for Drill Ship for Naval Reserve for Sunderland.
Active, Guard	3	Cutter	101	1837	307	1	-	26	261	29	624	-	624	3	Coast Guard Tender, Hastings.
Actæon	4	6	620	1831	8	13	-	459	2,431	12	25	2,298	-	4	In reserve, Portsmouth.
Adder	5	Cutter	53	1838	35	-	-	27	91	7	160	-	160	5	Coast Guard Tender, Ramsgate.
Adelaide	6	Cutter	18	Purchased 1862.	-	-	-	-	19	-	19	-	19	6	Coast Guard Tender, Leith.
Amphitrite	7	6	1,068	1816	58	-	-	8	76	6	148	-	148	7	Lent to Contractor, for reception of Men constructing Fort behind Plymouth Breakwater.
Azov	8	Tender	94	1855	3	6	-	-	63	10	82	-	82	8	Tender to "Hibernia," Malta.
Badger	9	Tender	60	1843	93	-	-	-	-	-	93	-	93	9	Coast Guard Tender.
Bantry	10	Cutter	27	1835	8	-	-	-	2	-	10	-	10	10	Coast Guard Tender, Castletown.
Bat	11	Cutter	37	1836	9	-	-	-	15	-	24	-	24	11	Coast Guard Tender, Westcove.
Boscawen	12	3	2,213	1844	-	-	-	-	743	100	843	-	843	12	Training Ship for Boys, Southampton.
Brilliant	13	6	954	1814	249	-	-	-	18	2	269	-	269	13	Drill Ship for Naval Reserve, Dumfries.
Britannia	14	1	2,616	1820	97	17	2	35	1,032	188	1,371	-	1,371	14	Training Ship, Portland.
Camelion	15	Cutter	89	1835	148	-	-	-	174	14	336	-	336	15	Coast Guard Tender, Littlehampton.
Castor	16	5	1,293	Purchased 1830.	18	-	-	-	303	40	361	-	361	16	Drill Ship for Naval Reserve, North Shields.
Ceres	17	Cutter	25	1830.	5	15	-	43	177	30	265	5	260	17	For Service of Harbour Master, Falmouth.
Chance	18	Cutter	60	1862	35	-	-	-	-	-	-	35	-	18	Coast Guard Tender, Falmouth.
Chatham Yacht	19	Cutter	104	1716	8	21	-	17	-	6	52	-	52	19	Tender at Chatham.
Dædalus	20	6	1,082	1826	5	-	-	-	206	28	239	-	239	20	Drill Ship for Naval Reserve, Bristol.
Defence	21	Cutter	60	1848	1	-	-	-	45	4	50	-	50	21	Coast Guard Tender, Weymouth.
Desmond	22	Cutter	68	1837	236	-	-	-	54	2	292	-	292	22	Coast Guard Tender, Galway.
Despatch	23	Cutter	50	1841	22	-	-	4	134	13	173	-	173	23	Coast Guard Tender, Blackwater.

1862-63.

No. 9

SAILING VESSELS permanently employed as Troop, Store, or Surveying Vessels, Tenders, Yachts, &c., Fitting Out, Refitting, &c.—continued.

NAME OF SHIP.		Rate or Class of Vessel.	Tonnage.	When Launched.	Expenditure incurred during the Year 1862-63.					Rigging and Stores.	Proportion of Incidental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.	Total Credits for Stores Returned.	Net Aggregate Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.	REMARKS.	
					Hull.		Masts and Yards.	Per-Centage for Deterioration, by use of Stores, Spauls, Staging, &c.	Labour.								Materials.
					£.	£.											
Dolphin	24	Cutter	80	1861	79	-	-	£.	£.	171	14	£.	£.	264	-	24	Coast Guard Tender, North Yarmouth.
Eagle, Cutter	25	Cutter	100	1844	15	-	-	-	-	139	19	173	-	173	-	25	Coast Guard Tender, Weymouth.
Eagle, Drill Ship	26	4	1,723	1804	325	590	-	22	5	712	419	2,073	-	2,073	-	26	Drill Ship for Naval Reserve, Liverpool.
Egmont	27	3	1,780	1810	13,692	487	-	78	987	7,169	1,621	24,034	-	24,034	-	27	Store and Hospital Ship, Rio de Janeiro.
Eliza	28	Cutter	60	1847	68	-	-	-	-	24	-	92	-	92	-	28	Coast Guard Tender, Kinsale.
Elizabeth	29	Cutter	19	-	5	-	-	-	-	6	1	12	-	12	-	29	Coast Guard Station Tender, Fowey.
Fairy	30	Cutter	24	1839	11	-	-	-	1	46	5	63	-	63	-	30	Coast Guard Tender, Alborough.
Fanny	31	Cutter	153	1831	529	80	-	3	31	460	86	1,189	-	1,189	-	31	Coast Guard Tender, Kingstown.
Ferret	32	Sloop	358	1840	438	-	-	-	7	314	41	800	-	800	-	32	Tender to Hastings for instruction of apprentices, Cork.
Fly	33	Cutter	41	1822	36	-	-	-	4	47	5	92	-	92	-	33	Coast Guard Tender, Gravesend.
Frances	34	Cutter	44	1834	106	-	-	-	-	116	13	235	-	235	-	34	Coast Guard Tender, Lyme.
Gertrude	35	Cutter	37	1836	17	-	-	-	-	52	7	76	-	76	-	35	Coast Guard Tender, Swanage.
Governor	36	Cutter	35	1844	63	-	-	-	-	115	10	188	-	188	-	36	Coast Guard Tender, Southsea.
Hamilton	37	Cutter	59	1835	-	-	-	-	-	20	-	20	-	20	-	37	Coast Guard Tender, Plymouth.
Harriet	38	Cutter	60	1848	59	-	-	-	-	101	14	174	-	174	-	38	Coast Guard Tender, Greenock.
Hart	39	Cutter	50	1822	26	23	-	-	-	123	25	197	-	197	-	39	Tender for the superintendent, Sheerness.
Imaum	40	3	1,776	Presented by Imaum of Muscat in 1836.	-	7	-	-	-	4,270	17	24	4,270	-	4,246	40	Late Receiving Ship in reserve, Jamaica.
Implacable	41	3	1,882	1805 Captured.	196	193	11	-	-	486	157	1,043	-	1,043	-	41	Training Ship for boys, Devonport.
Impregnable	42	2	2,406	1810	430	379	17	-	8	810	252	1,896	-	1,896	-	42	Training Ship for boys, Devonport.
Javelin	43	Cutter	15	Purchased	1	-	-	-	-	-	-	1	-	1	-	43	Coast Guard Station Tender, St. Mawes, Falmouth.

Jersey -	-	-	44	Cutter	-	70	1860	169	196	8	22	175	87	657	-	657	44	Tender to Dasher, for protection of Fisheries.	
King George -	-	-	45	Cutter	-	36	1832	14	-	-	-	97	9	120	-	120	45	Coast Guard Tender, Sheerness.	
Lady of the Lake -	-	-	46	Cutter	-	22	1833	14	-	-	-	16	2	32	-	32	46	Coast Guard Tender, Lynnington.	
Lady Flora -	-	-	47	Cutter	-	22	1833	37	-	-	9	28	4	78	-	78	47	Coast Guard Tender, Whitstable.	
Lion -	-	-	48	Cutter	-	60	1842	19	-	-	12	125	12	168	-	168	48	Coast Guard Tender, Folkestone.	
Lively -	-	-	49	Cutter	-	100	1840	3	-	-	14	71	-	88	-	88	49	Coast Guard Tender, Hull.	
Madagascar -	-	-	50	5	-	1,167	1822	17	-	-	-	-	-	17	-	17	50	In reserve, Rio de Janeiro; late Store Ship.	
Margaret -	-	-	51	Cutter	-	47	1837	35	-	-	-	26	2	63	-	63	51	Coast Guard Tender, Kilrush.	
Mermaid -	-	-	52	Cutter	-	165	1853	111	1	-	-	190	21	323	-	323	52	Coast Guard Tender, Southsea.	
Nautilus -	-	-	53	Sloop	-	233	1830	4	1	-	60	216	2	3	277	-	53	53	In reserve, Devonport; lately employed for instruction of apprentices.
Neptune -	-	-	54	Cutter	-	60	1838	46	-	-	-	7	-	-	-	-	54	54	Coast Guard Tender, Morville.
Nereus -	-	-	55	5	-	1,094	1821	42	-	-	-	-	-	42	-	42	55	55	Store Ship, Valparaiso.
Nimble -	-	-	56	Cutter	-	60	1847	95	-	-	-	148	12	255	-	255	56	56	Coast Guard Tender, Exmouth.
Onyx -	-	-	57	Cutter	-	36	1837	27	-	-	2	82	13	124	-	124	57	57	Coast Guard Tender, Harwich.
Petrel -	-	-	58	Cutter	-	60	1839	375	-	-	-	71	4	450	-	450	58	58	Coast Guard Tender, Lynnington.
President -	-	-	59	4	-	1,537	1829	-	-	-	-	117	16	133	-	133	59	59	Drill Ship for Naval Reserve, City Canal, River Thames.
Prince Albert -	-	-	60	Cutter	-	150	1840	167	-	-	28	143	10	348	-	348	60	60	Coast Guard Tender, Greenock.
Princess Royal -	-	-	61	Cutter	-	60	1862	818	-	-	37	94	6	955	-	955	61	61	Coast Guard Tender, Ryde.
Racer -	-	-	62	Cutter	-	60	1839	-	-	-	-	20	-	29	-	29	62	62	Coast Guard Tender, Kingstown.
Resolute -	-	-	63	Sloop	-	424	Purchased 1850.	-	49	-	-	-	6	55	-	55	63	63	Arctic vessel; to be a timber transport, in reserve, Chatham.
Rolla -	-	-	64	Sloop	-	231	1829	3	24	-	-	724	19	46	724	-	64	64	In reserve, Portsmouth; lately employed for instruction of apprentices.
Rose (Surveying Vessel) -	-	-	65	Sloop	-	37	Purchased 1857.	70	158	7	-	10	35	280	-	280	65	65	Tender to Royal Adelaide, for surveying service on the coast of Devon.
Rose (Cutter) -	-	-	66	Cutter	-	53	1838	152	-	-	-	100	9	261	-	261	66	66	Coast Guard Tender, Ramsgate.
Royal Adelaide -	-	-	67	-	-	50	1834	494	-	-	9	59	10	572	-	572	67	67	Yacht, Virginia Water.
Royal Barge -	-	-	68	-	-	-	-	7	12	1	-	-	3	23	-	23	68	68	Coast Guard Tender, Harwich.
Royal Charlotte -	-	-	69	Cutter	-	133	1837	31	-	-	-	4	-	35	-	35	69	69	Coast Guard Tender, Milford.
Saracen (old) -	-	-	70	{ Surveying Vessel. }	-	228	1831	29	-	-	44	30	-	103	-	103	70	70	Tender to Rifleman for surveying service in China Seas; sold, and new Saracen taken as part payment.
St. Vincent -	-	-	71	1	-	2,612	1815	631	768	31	33	1,118	383	2,964	-	2,964	71	71	Training Ship for boys, Portsmouth.
Scout -	-	-	72	Cutter	-	80	1861	52	-	-	-	104	14	170	-	170	72	72	Coast Guard Tender, Harwich.
Seafower -	-	-	73	{ Surveying Vessel. }	-	116	1830	42	-	-	4	238	4	4	251	-	73	73	In reserve, Sheerness.
Sealark -	-	-	74	Sloop	-	319	1843	51	99	1	19	399	109	678	-	678	74	74	Tender to St. Vincent, Training Ship for boys Portsmouth.
Skylark -	-	-	75	Cutter	-	65	1841	7	-	-	-	37	-	44	-	44	75	75	Coast Guard Tender, Milford.
Squirrel -	-	-	76	Sloop	-	428	1853	566	597	24	247	1,923	465	3,822	-	3,822	76	76	Tender to Impregnable, training ship for boys, Devonport.

1862-3.

No. 9.

SAILING VESSELS permanently employed as Troop, Store, or Surveying Vessels, Tenders, Yachts, &c., Fitting Out, Refitting, &c.—*continued*.

Expenditure incurred during the Year 1862-63.													
NAME OF SHIP.	Rate or Class of Vessel.	Tonnage.	When Launched.	Hull.			Masts and Yards.	Rigging and Stores.	Proportion of Incidental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.	Total Credit for Stores Returned.	Net Aggregate Charge to each Ship during the Year 1862-63.	Net Credit to each Ship during the Year 1862-63.
				Materials.	Labour.	Per-Centage for Deterioration by use of Stores, Spauls, Staging, &c.							
Stag - - - 77	Cutter -	120	1861	£. 1	£. -	£. -	£. 42	£. 5	£. 48	£. -	£. -	£. 48	£. -
Syph - - - 78	Tender -	114	1821	221	28	1	158	45	515	-	-	515	-
Sylvia - - - 79	Cutter -	60	1848	28	-	-	60	7	95	-	-	95	-
Thames - - - 80	Cutter -	65	-	213	225	9	230	102	812	-	-	812	-
Tiger - - - 81	Cutter -	18	-	-	-	-	35	5	40	-	-	40	-
Trincomalee - - 82	6	1,066	1817	-	-	-	36	3	39	-	-	39	-
Victoria - - - 83	Cutter -	114	1832	125	-	-	140	18	283	-	-	283	-
Vindictive - - 84	4	1,758	1813	1,116	1,250	40	3,362	882	7,701	-	-	7,701	-
Winchester - - - 85	6	652	1892	843	-	-	3	-	843	3	3	840	-
Wickham - - - 86	Cutter -	100	1847	114	-	-	123	4	241	-	-	241	-
Woodlark - - - 87	{ Surveying } { Vessel. }	80	1821	10	-	-	50	6	66	-	-	66	-
Worcester - - - 88	4	1,473	-	62	42	2	529	85	741	-	-	741	-
TOTAL - - - Tons		38,921	£.	24,732	6,280	305	20,852	6,068	65,779	4,916	4,916	65,669	4,506
REMARKS.													

Note.—The average cost per ton during the year was 1*l*. 11*s*. 3*d*.

1862-63.

No. 10.
FITTING AND MAINTAINING HULKS.

Note.—The figures printed in *Italics* show the Amount of Credits for Stores returned.

NAME OF SHIP.	Rate or Class of Ship.	Tonnage.	When Launched.	Expenditure incurred during the Year 1862-63.						REMARKS.		
				Hull.			Masts and Yards.	Rigging and Stores.	Proportion of Incidental Expenses charged <i>pro rata</i> .		TOTAL.	
				Materials.	Labour.	Per-Centage for Deterioration, by use of Stores, Spauls, Staging, &c.						
Agincourt -	1	1,743	1817	50	35	3	-	-	22	17	83	1 Receiving Ship, Devonport.
Akbar (late Wellington) -	2	1,757	1816	28	44	1	183	-	171	56	483	2 Lent to the Liverpool Corporation, as a Juvenile Reformation.
Andromache -	3	717	1832	14	5	-	2	-	3	4	28	3 Powder Depot, Pembroke.
Atholl -	4	503	1820	8	-	-	-	-	470	-	478	4 At Devonport; late Receiving Ship, at Greenock.
Belleisle -	5	1,709	1819	63	202	-	-	-	-	36	301	5 At Chatham; late Hospital Ship, Hong Kong.
Bellerophon -	6	2,056	1818	95	158	4	-	-	14	35	306	6 Receiving Ship, Portsmouth.
Bellona -	7	1,756	1812	10	25	-	-	-	12	6	53	7 Receiving Ship, Devonport.
Belvidera -	8	946	1809	24	16	-	-	-	6	6	52	8 Receiving Ship, Portsmouth.
Bionde -	9	1,103	1819	21	12	1	-	-	53	13	100	9 Receiving Ship, Portsmouth.
Callope -	10	720	1837	134	13	2	-	-	48	30	227	10 Floating Factory, Devonport.
Canopus -	11	2,257	1796	866	499	27	212	-	1,363	392	3,359	11 Receiving Ship, Devonport.
Champion -	12	456	1824	14	7	-	-	-	19	5	45	12 In reserve, Portsmouth.
Conway -	13	1,487	1822	-	-	-	-	-	305	39	344	13 Lent to Marine Society, Liverpool.
Cornwall -	14	1,751	1812	-	-	-	-	-	29	4	83	14 Lent to London Reformatory Association; moored at Purfleet.
Devonshire -	15	1,742	1812	11	7	-	-	-	-	2	20	15 School Ship, Sheerness.
Dreadnought -	16	2,712	1830	-	-	-	-	-	70	9	79	16 Merchant Seamen's Hospital, Greenwich.
Dromedary -	17	1,048	Purchased 1806.	9	9	-	-	-	-	2	20	17 Late Convict Hulk, at Bermuda.
Dublin -	18	1,772	1812	40	-	-	-	-	-	1	9	18 Fitting Hulk for Reserve, Devonport.

Minerva	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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Note.—The average cost per ton during the year was 2 s.

1862-63.

No. 11.

BREAKING UP OLD SHIPS AND VESSELS.

[Note.—The Figures printed in *Italics* show the Amount of Credits for Stores returned on taking to Pieces, &c.]

Expenditure incurred and Credits realised during the Year 1862-63.															
NAME OF SHIP.	Rate or Class of Ship.	No. of Guns.	Tonnage.	Horse Power.	Hull.				Rigging and Stores.	Machinery.		Proportion of Incidental Expenses charged <i>pro rata</i> on Expenditure.	Net Charge.	Net Credit.	Where and when broken up.
					Materials.	Labour.	Per Centage for Deterioration by use of Stores, Spauls, &c. on Stagings, &c. Expenditure.	Materials.		Labour.	Engineers' Stores.				
Africa (late Euryalus)	5	-	946	-	£. 41	-	£. -	£. -	£. -	£. -	-	£. -	£. -	11	1 Sold to Mr. Recano, at Gibraltar, 16 August 1860, after having been partially taken to pieces.
African	Tug	-	295	90 P.	884	114	4	-	-	-	-	17	-	2	2 Sheerness, 18 December 1862. (Completed.)
Atholl	Late troop ship	-	503	-	905	146	3	3/2	11	-	-	19	-	3	3 Devonport, 20 February 1863.
Caroline	-	-	-	-	-	-	-	-	-	-	-	1	4	4	4 Portsmouth. (Completed.)
Cochin	Gun boat	2	233	60 S.	780	86	3	-	-	-	-	12	-	5	5 Sheerness, 24 March 1863. (Completed.)
Comus	Sloop	14	462	-	349	-	-	-	-	-	-	-	-	6	6 Chatham, 10 May 1862. (Completed.)
Cuba	Tender	7	67	-	-	2	-	18	-	-	-	-	-	7	7 Broken up at Jamaica in 1862.
Defence	-	74	1,754	-	55	-	-	-	-	-	-	-	-	8	8 Woolwich, 21 January 1858. (Completed.)
Dredge Boat	-	-	-	-	-	6	-	-	-	-	-	1	7	9	9 Breaking up at Devonport.
Fly	Gun boat	2	237	60 S.	830	64	1	2	97	-	-	25	-	10	10 Sheerness, 1 September 1862. (Completed.)
Java	4	-	1,458	-	2,103	487	10	-	-	-	-	64	-	11	11 Portsmouth, 27 November 1862. (Completed.)
Mackarel	Gun boat	2	236	60 S.	685	48	-	-	-	2	-	6	-	12	12 Portsmouth, 18 July 1862. (Completed.)
Meteor	Floating battery	14	1,469	150 S.	3	80	2	4,516	-	-	-	11	-	13	13 Portsmouth, 24 January 1862. (Completed.)
Mooring Lighter, No. 11, of Chatham Yard.	-	-	124	-	274	128	-	-	-	-	-	16	-	14	14 Chatham, 28 June 1862. (Completed.)
Sirius	5	-	1,090	-	4,823	367	8	-	-	-	-	50	-	15	15 Portsmouth, 26 September 1862. (Completed.)
Sultan	3	-	1,751	-	344	132	2	-	-	-	-	17	-	16	16 Portsmouth.
Tortoise	Lighter	-	144	-	547	106	3	-	-	-	-	14	-	17	17 Devonport, 25 February 1863. (Completed.)
Undaunted	5	42	1,086	-	-	-	-	468	-	-	-	-	-	18	18 Portsmouth, 3 December 1860. (Completed.)
TOTAL		Tons	11,855	£.	9,557	1,766	36	484	108	5	253	11	11	41,474	

Note.—For statement showing the amounts realized by the sale of Her Majesty's ships and vessels during the year, see Appendix, No. 4, p. 90.

BUILDING AND MAINTENANCE OF YARD CRAFT, COAL DEPÔTS, STEAM TUGS, AND BOATS FOR YARD SERVICE
(NOT IN COMMISSION).

[Note.—The Figures printed in *Italics* show the Amount of Credits for Stores, &c. returned.]

EXPENDITURE DURING THE YEAR 1862-63.														
Yards to which belonging.	Name and Description of Yard Craft.		Tonnage.	Hull.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Incidental Expenses charged <i>pro rata</i> .	Net Charge during the Year 1862-63.	Net Credit during the Year 1862-63.
				Materials.	Labour.	Per-Centage for Deterioration, by use, of Stores, Spauls, Staging, &c.				Materials.	Labour.			
Deptford	1	Staunch	-	-	1	£.	£.	£.	£.	£.	£.	£.	£.	£.
	2	Van	131	51	77	-	-	-	-	-	-	2	14	-
	3	Yard and Harbour Boats - 8 in number	100	13	62	4	-	-	-	-	-	20	167	-
	4	Aigle	-	48	41	1	-	-	-	-	-	9	24	-
	5	Ann	990	42	10	-	-	-	-	-	-	2	-	155
	6	Bustler	66	279	15	1	26	47	35	70	75	42	590	-
	7	Dredge Vessel	217	6	6	-	-	-	-	-	-	2	14	-
	8	Falmouth	-	34	30	-	52	155	-	-	-	41	312	-
	9	Fly	159	-	1	-	4	25	-	-	-	10	65	-
Woolwich	10	Swift	107	-	2	-	-	-	-	-	-	7	53	-
	11	Manœuvrer	42	15	9	-	1	43	-	-	-	2	-	40
	12	Mercury	143	22	2,143	118	-	30	39	1,770	476	400	3,580	-
	13	Monkey	1,084	794	342	16	-	66	-	-	-	12	87	-
	14	Sinbad	211	84	7	-	1	-	-	-	-	4	36	-
	15	Tank Vessel	106	1	1	1	-	-	-	-	-	65	504	-
	16	Yard and Harbour Boats - 59 in number	-	30	254	8	-	-	-	-	-	6	47	-
	17	Yard Lighters, No. 1 - Mooring Lighter	112	177	11	-	-	-	-	-	-	7	65	-
	18	Ditto - No. 2	112	37	35	1	-	-	-	-	-	3	21	-
	19	Yard Lighters, No. 1 - Lump	162	22	3	-	-	-	-	-	-	1	5	-
	20	Ditto - No. 2	162	15	8	-	-	-	-	-	-	1	-	-
	21	Ditto - No. 3	103	4	-	-	-	-	-	-	-	1	-	-
	22	Aid	-	40	45	1	2	282	-	-	-	54	424	-
	23	Chatham	154	15	45	-	68	796	-	-	-	145	1,069	-
	Chatham	24	Dredge Vessel	1,691	-	-	-	-	-	-	6	5	4	24
25		Duck	285	-	-	-	-	-	-	-	-	40	188	-
26		Dove	111	14	21	-	19	64	-	-	-	13	100	-
27		Five Floats	134	4	4	-	-	79	-	-	-	3	27	-
28		Hope	81	6	9	-	-	9	-	-	-	3	27	-
			46	4	4	-	-	11	-	-	-	3	22	-
						-	-		-	-	-			-

1862-63.

No 12.

BUILDING and MAINTENANCE of Yard Craft, Coal Depôts, Steam Tugs and Boats, for Yard Service (not in Commission)—continued.

EXPENDITURE DURING THE YEAR 1862-63.														
Yards to which belonging.	Name and Description of Yard Craft.	Tonnage.	Hull.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals.)	Repairs to Machinery.		Proportion of Incidental Expenses charged <i>pro rata</i> .	Net Charge during the Year 1862-63.	Net Credit during the Year 1862-63.	
			Materials.	Labour.	Per Centage for Deterioration, by use of Stores, Spauls, Staging, &c.				Materials.	Labour.				
£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
29	Magpie - - - - -	107	4	6	-	-	34	-	-	-	7	51	29	
30	Mud Barges - - - -	-	-	-	-	-	14	-	-	-	2	16	30	
31	Rochester - - - - -	154	1,042	769	50	86	210	-	-	306	2,463	31		
32	Yard and Harbour Boats -	-	463	1,066	-	5	82	-	-	244	1,860	32		
33	Yard Lighter, No. 1 - -	100	10	37	-	-	-	-	-	6	53	33		
34	Ditto - No. 2 - - - -	100	1	6	-	-	-	-	-	1	8	34		
35	Ditto - No. 3 - - - -	100	-	26	-	-	-	-	-	4	30	35		
36	Ditto - No. 4 - - - -	100	19	36	-	-	-	-	-	7	62	36		
37	Ditto - No. 5 - - - -	100	36	67	-	-	-	-	-	13	116	37		
38	Ditto - No. 9 - - - -	167	2	6	-	-	60	-	-	11	79	38		
39	Ditto - No. 10 - - - -	166	40	55	-	-	53	-	-	20	118	39		
40	Ditto - No. 11 - - - -	166	802	475	-	28	169	-	-	210	1,685	40		
41	Ditto - No. 12 - ditto -	124	20	16	-	1	38	-	-	11	86	41		
42	African - - - - -	295	22	15	-	1	475	1	258	39	-	292	42	
43	Benbow - - - - -	1,773	53	44	2	-	25	-	-	17	141	-	43	
44	Columbine - - - - -	492	26	18	1	-	25	-	-	13	83	-	44	
45	Dido - - - - -	731	65	54	2	-	78	4	-	26	221	-	45	
46	Fortitude - - - - -	1,728	88	77	4	-	94	-	-	35	298	-	46	
47	Locust - - - - -	284	463	641	35	-	58	3	1,817	702	5,121	-	47	
48	Mortar Floats, No. 1 -	-	2	-	-	-	-	-	-	1	3	-	48	
49	Ditto - No. 2 - - - -	-	1	-	-	-	10	-	-	2	-	-	49	
50	Mortar Vessel, No. 16 -	-	120	232	12	-	-	-	-	53	417	-	50	
51	Ditto - No. 23 - - - -	-	100	242	14	-	-	-	-	63	419	-	51	
52	Ocean - - - - -	2,276	274	176	9	-	104	-	55	93	776	-	52	
53	Otter - - - - -	237	49	63	2	-	105	119	57	71	575	-	53	
54	Pitch Boat - - - - -	37	10	11	-	-	3	-	-	5	29	-	54	
55	Royal Escape - - - - -	110	48	96	3	-	27	-	-	24	198	-	55	
56	Speedy - - - - -	157	6	4	-	-	13	-	-	3	26	-	56	
57	Tank Vessel - - - - -	107	12	12	-	-	39	-	-	9	72	-	57	
58	Yard and Harbour Boats -	-	442	723	29	-	209	-	-	221	1,624	-	58	
59	Yard Lighter, No. 1 - -	-	5	2	-	-	5	-	-	2	14	-	59	
60	Ditto - No. 2 - - - -	-	2	-	-	-	2	-	-	-	4	-	60	
61	Ditto - No. 3 - - - -	-	2	-	-	-	72	-	-	10	84	-	61	

1862-63.

No. 12.

BUILDING and MAINTENANCE of Yard Craft, Coal Depôts, Steam Tugs, and Boats, for Yard Service (not in Commission)—*continued*.

EXPENDITURE DURING THE YEAR 1862-63.													
Yards to which belonging.	Name and Description of Yard Craft.	Tonnage.	Hull.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Incidental Expenses charged <i>pro rata</i> .	Net Charge during the Year 1862-63.	Net Credit during the Year 1862-63.
			Materials.	Labour.	Per-Centage for Deterioration by use of Stores, Spauls, Staging, &c.				Materials.	Labour.			
Devonport—continued	Mercury - - - - -	-	-	-	-	£. 80	£. 439	£.	£.	£.	£.	£.	118
	Nimrod - - - - -	70	312	308	13	-	-	-	-	-	157	1,309	-
	Pallas - - - - -	502	33	33	1	-	-	-	-	-	8	75	-
	Plymouth - - - - -	121	2	10	-	-	-	-	-	-	2	1	-
	Prospero - - - - -	249	7	29	-	-	-	-	-	-	11	93	-
	Racehorse - - - - -	438	42	81	3	-	-	-	-	-	46	360	-
	Tavy - - - - -	87	29	36	1	-	-	-	-	-	9	75	-
	Tortoise - - - - -	-	64	85	3	-	-	-	-	-	23	-	-
	Yard and Harbour Boats - 47 in Number	-	92	34	-	-	12	229	-	-	41	-	-
	Yard Lighter, No. 12 - Luggage Lighter	-	594	1,298	47	-	3	221	-	-	335	2,498	-
	Yard Lighter, No. 1 - Mooring	-	1	1	-	-	-	4	-	-	-	6	-
	Ditto - No. 2	166	6	20	-	-	-	56	-	-	15	97	-
	Ditto - No. 3	158	15	19	-	-	-	60	-	-	16	110	-
	Ditto - No. 4	93	18	13	-	-	-	36	-	-	11	78	-
	Ditto - No. 5	171	-	2	-	-	-	29	-	-	6	37	-
	Ditto - No. 6	174	7	55	-	-	-	41	-	-	20	118	-
	Ditto - No. 7	142	10	8	3	-	-	30	-	-	7	55	-
Ditto - No. 8	112	32	29	-	-	-	66	-	-	133	146	-	
Ditto - No. 9	166	6	10	-	-	-	41	-	-	19	-	-	
Ditto - No. 10	115	10	11	-	-	-	55	-	-	9	66	-	
Ditto - No. 11	109	9	4	-	-	-	8	-	-	11	87	-	
Ditto - No. 12	49	115	81	7	-	-	1	-	-	1	15	-	
Ditto - No. 13	77	1	1	-	-	-	8	-	-	43	254	-	
Ditto - Steam Tug	87	4	10	-	-	-	89	-	-	14	117	-	
Zephyr - - - - -	237	50	48	1	-	-	52	-	12	35	273	-	
Pembroke	Alarm - - - - -	912	9	3	-	-	-	156	-	-	22	190	-
	Sheppy - - - - -	109	6	1	-	-	-	20	-	-	4	31	-
	Yard and Harbour Boats - 26 in Number	-	156	322	15	-	-	49	-	-	71	613	-
	Yard Lighter - - - - -	160	445	246	22	-	-	5	-	-	99	317	-
Hong Kong	Coal Lighter, No. 3	-	2	-	-	-	-	-	-	-	-	2	-
Bermuda	Diamond - - - - -	21	2	11	-	-	-	5	-	-	2	20	-
	Kite - - - - -	170	1	33	1	-	-	570	54	22	102	800	-
	Spitfire - - - - -	432	1,198	1,135	70	242	1,756	691	615	595	835	7,137	-
	Virginia - - - - -	-	140	38	4	-	106	-	-	-	37	325	-
	Yard and Harbour Boats -	-	596	344	17	19	418	-	-	-	174	1,568	-

A P P E N D I X.

Appendix, No. 1.

	Page.
Detailed Statement of the Expenses incurred on the hull of Her Majesty's Ship "Achilles," as well as for new Plant - - - - -	58

Appendix, No. 2.

Statement showing the Cost per ton for Materials and Labour for the hull of Wooden Ships built at Her Majesty's Dockyards, and launched during the year 1862-63 - - - - -	89
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Appendix, No. 3.

Statement showing the Value of Stores sent from the Home Yards in the financial year 1862-63 to Foreign Yards and Stations from which no returns of Expen- diture on Ships are received - - - - -	89
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Appendix, No. 4.

Statement showing the Amounts paid over to the Exchequer, between the 1st April 1862 and 31st March 1863, for the sale of Her Majesty's Ships and Vessels -	90
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Appendix, No. 1.

AN ABSTRACT of the DETAILED ACCOUNT of the CHARGES incurred at CHATHAM DOCKYARD in building and fitting Her Majesty's Ship "ACHILLES," between the 1st April 1862 and 31 March 1863, as shown at page 6.

"ACHILLES" BUILDING.

DESCRIPTION OF CHARGE.	For Details, see Page	Materials.	Workmanship.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Incidental Yard Expenses charged direct to the Vessel, viz.:				
"Achilles" building - - - - -	59	67,859 13 8	35,722 14 2	103,582 7 10
Landing, receiving, and depositing Stores - - -	68	3 16 9	230 4 11	234 1 8
Repairing and fitting moveable Plant used in building the "Achilles" - - - - -	73	686 10 2	399 - -	1,085 10 2
Draughtsmen in the Master Shipwright's department -	76	- -	1 19 8	1 19 8
Wages of Apprentices while attending school - -	76	- -	13 17 -	13 17 -
Allowances to Artificers for teaching Apprentices their trades - - - - -	76	- -	58 7 6	58 7 6
Allowances for hurts - - - - -	76	- -	263 2 3	263 2 3
Allowances for holidays - - - - -	76	- -	972 13 2	972 13 2
Fitting up an Office for the use of the Officers, &c., superintending the Works - - - - -	78	6 2 8	8 14 8	14 17 4
Sweeping Chimneys and Flues - - - - -	78	- -	- 7 8	- 7 8
Clearing the Dock of sullage - - - - -	78	1 1 1	73 14 8	74 15 9
Delivering rejected Stores to Contractors - - -	78	- -	10 18 6	10 18 6
Workmen's Wages attending examination for promotion	78	- -	3 16 2	3 16 2
Shores, Spauls, Stage Deals, &c. - - - - -	78	1,129 11 11	2 4 -	1,131 15 11
Stores issued to Workmen on loan, and repairing the same	80	1,609 1 1	1,391 5 10	3,000 6 11
Blocks, brows, &c., for the use of the Ship, while building, in the Dock - - - - -	85	3 7 7	- -	3 7 7
Bolts, nuts, &c., for securing Ribands - - - -	86	20 9 9	19 15 5	40 5 2
TOTAL Charge to building "Achilles" - - - £.		71,319 14 8	39,172 15 7	110,492 10 3

NOTE.—In addition to the above expenses incurred at Chatham, a charge of 47*l.* has been incurred at Woolwich and 4*l.* at Pembroke.

"ACHILLES" FITTING.

DESCRIPTION OF CHARGE.	For Details, see Page	Materials.	Workmanship.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
"Achilles" Fitting - - - - -	68	82 - 2	156 9 -	238 9 2
TOTAL Charge to Fitting "Achilles" - - - £.		82 - 2	156 9 -	238 9 2

* No per-centage charge is raised against the "Achilles."

Appendix No. 1—continued.

NEW PLANT NOT CHARGED TO "ACHILLES."

DESCRIPTION OF CHARGE.	For Details, see Page	Materials.	Workmanship.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
Chests, Cupboards, &c., for the preservation of Stores -	69	32 16 2	8 4 5	41 - 7
Cranes, Capstans, Crabs, Winches, &c. - - - -	70	166 18 8	147 12 11	314 11 7
Carts, Waggon, Barrows, &c. - - - - -	71	62 5 2	59 15 -	122 - 2
Fire Engines, Buckets, &c. - - - - -	72	22 1 8	- - -	22 1 8
Making and erecting new Machinery - - - -	72	847 5 6	282 9 9	1,129 15 3
Fixed Plant of the Establishment - - - - -	86	515 2 10	143 6 9	658 9 7
Moveable Plant of the Establishment - - - -	87	340 19 4	14 17 10	355 17 2
TOTAL Expense for New Plant } not charged to the "Achilles" }	£	1,987 9 4	656 6 8	2,643 16 -

ABSTRACT.

	Materials.	Workmanship.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.
"Achilles" Building - - -	71,319 14 8	39,172 15 7	110,492 10 3
Ditto Fitting - - -	82 - 2	156 9 -	238 9 2
Ditto New Plant - - -	1,987 9 4	656 6 8	2,643 16 -
TOTAL - - - £.	73,389 4 2	39,985 11 3	113,374 15 5

DETAILED ACCOUNT of the CHARGES incurred at CHATHAM DOCKYARD in building Her Majesty's Ship "ACHILLES," as well as for New Plant, between the 1st April 1862 and 31st March 1863.

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
	Tons. cwt. qrs. lbs.	£. s. d.	ton.	£. s. d.	£. s. d.
"Achilles"—Building:					
Beams—Wrought Iron beams - - -	97 13 1 9	24 - -	"	2,343 19 6	
Ditto - ditto " - - -	81 15 2 17	23 - -	"	1,880 19 8	
Ditto - ditto " - - -	10 9 1 13	22 - -	"	230 6 -	
Ditto - ditto " - - -	2 6 1 12	20 10 -	"	47 10 4	
Ditto - ditto " - - -	2 18 3 12	20 - -	"	58 17 -	
Ditto - ditto ½ ditto - - -	0 9 1 8	21 10 -	"	10 - 5	
Ditto - ditto " - - -	11 8 1 0	20 10 -	"	233 18 11	
Ditto - ditto " - - -	36 8 0 2	20 - -	"	728 - 3	
Ditto Wrought Iron Carlings - - -	1 17 2 15	20 10 -	"	38 11 6	
Ditto - ditto - - -	12 16 1 24	20 - -	"	256 9 3	
Ditto - ditto - - -	2 16 0 23	19 10 -	"	54 16 -	
Ditto - ditto - - -	33 8 0 7	19 - -	"	634 13 1	
Ditto Iron plates - - - ¼ inch	0 8 1 7	10 15 -	"	4 9 4	
Ditto Knees, Iron, for Beams - - -	161 No.	5 10 -	each	885 10 -	
Ditto - ditto - - -	86 "	2 15 -	"	236 10 -	
Bottom plates—Iron plates - - - 7/8 inch	186 5 1 2	14 - -	ton	2,607 13 5	
Ditto - ditto - - - 1 "	15 4 0 14	14 - -	"	212 17 0	
Ditto - ditto - - - 1 1/8 "	22 13 0 22	14 - -	"	317 4 8	
Ditto - ditto - - - 1 3/8 "	52 11 3 24	15 9 -	"	812 12 6	
Ditto - ditto - - - 1 3/8 "	71 9 1 15	15 9 -	"	1,104 3 8	
Ditto - ditto - - - 1 "	26 12 2 6	15 9 -	"	411 7 7	
Ditto - ditto - - - 3/4 "	6 5 0 18	15 9 -	"	96 13 8	
Ditto - ditto - - - 1 "	11 5 3 22	36 11 3	"	413 1 1	
Ditto - ditto - - - 1 1/8 "	1 12 2 14	12 - -	"	19 11 6	
Ditto - ditto - - - 1 "	0 18 0 7	12 - -	"	10 16 9	
Carried forward - - - £.				13,650 13 7	

Appendix No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - -	- - -	- - -	- - -	13,650 13 7	
<i>"Achilles," Building—continued.</i>					
	Tons. cwt. qrs. lbs.				
Bottom Plates—Iron Plates - - $\frac{1}{8}$ inch	3 10 3 0	12 - -	ton	42 9 -	
Ditto - - ditto - - $\frac{1}{8}$ "	0 12 2 0	12 - -	"	7 10 -	
Ditto - - ditto - - $\frac{1}{4}$ "	2 12 1 21	12 - -	"	31 9 3	
Ditto - - ditto - - $\frac{1}{4}$ "	12 5 3 21	15 9 -	"	189 19 8	
Ditto - - ditto - - $\frac{1}{8}$ "	3 0 1 21	15 9 -	"	46 13 9	
Bulkheads—Iron, angle - - $\frac{1}{8}$ "	6 1 0 14	11 14 -	"	70 17 2	
Ditto - ditto - - $\frac{9}{16}$ "	16 3 0 7	11 14 -	"	188 19 10	
Ditto - ditto - - $\frac{9}{16}$ "	42 14 1 14	8 10 -	"	363 2 2	
Ditto - Iron plates - - $\frac{7}{16}$ "	15 11 1 12	11 5 -	"	175 2 7	
Ditto - ditto - - $\frac{9}{16}$ "	37 2 1 20	11 5 -	"	417 12 1	
Ditto - ditto - - $\frac{9}{16}$ "	31 17 3 23	11 5 -	"	358 16 10	
Ditto - ditto - - $\frac{3}{8}$ "	7 3 2 14	11 5 -	"	80 15 9	
Ditto - ditto - - $\frac{9}{16}$ "	8 10 0 14	10 10 -	"	89 6 4	
Ditto, Iron, new bar, of sorts, above	0 1 3 10	- 10 -	cwt.	- 18 4	
Ditto - Iron plates - - $\frac{3}{8}$ "	6 1 0 7	10 10 -	ton	63 11 2	
Ditto - ditto - - $\frac{3}{8}$ "	21 19 0 20	12 - -	"	263 10 1	
Ditto - ditto - - $\frac{3}{8}$ "	27 10 2 5	12 - -	"	330 6 5	
Ditto - ditto - - $\frac{9}{16}$ "	24 8 0 12	12 - -	"	292 16 9	
Ditto - ditto - - $\frac{7}{16}$ "	35 16 1 21	12 - -	"	429 17 2	
Ditto - ditto - - $\frac{7}{16}$ "	39 11 2 8	12 - -	"	474 18 7	
Ditto - ditto - - $\frac{3}{8}$ "	4 14 3 21	12 10 -	"	59 6 8	
Ditto - ditto - - $\frac{3}{8}$ "	2 18 2 14	12 15 -	"	37 7 5	
Ditto - ditto - - $\frac{3}{8}$ "	2 13 3 21	13 - -	"	35 1 2	
Ditto - ditto - - $\frac{3}{8}$ "	0 18 3 14	12 - -	"	11 6 5	
Ditto - ditto - - $\frac{3}{8}$ "	4 10 2 7	12 5 -	"	55 9 4	
Ditto - ditto - - $\frac{3}{8}$ "	1 9 2 17	12 15 -	"	18 18 -	
Ditto - ditto - - $\frac{3}{8}$ "	0 17 1 1	12 5 -	"	10 11 5	
Ditto - ditto - - $\frac{3}{8}$ "	0 6 2 26	10 15 -	"	3 12 4	
Ditto - Iron, angle - - $\frac{1}{8}$ "	43 14 2 0	8 10 -	"	371 13 3	
Butt Straps—Iron short broads - -	18 14 3 27	- 11 5	cwt.	214 - -	
Ditto - Iron plates - - $\frac{1}{8}$ "	5 11 1 7	10 10 -	ton	58 8 9	
Ditto - ditto - - $\frac{1}{8}$ "	0 3 1 7	10 10 -	"	1 14 9	
Ditto - ditto - - $\frac{1}{8}$ "	20 18 1 8	15 9 -	"	323 3 -	
Ditto - ditto - - $\frac{1}{8}$ "	0 13 1 14	15 9 -	"	10 6 7	
Ditto - ditto - - $\frac{1}{8}$ "	2 1 1 13	15 9 -	"	31 19 -	
Ditto - ditto - - $\frac{1}{8}$ "	7 4 0 21	15 9 -	"	111 7 8	
Ditto - ditto - - $\frac{9}{16}$ "	9 18 1 0	14 15 6	"	146 9 -	
Ditto - ditto - - $\frac{9}{16}$ "	0 18 1 0	11 16 5	"	10 15 8	
Ditto - ditto - - $\frac{1}{8}$ "	1 7 2 21	14 15 6	"	20 9 -	
Ditto - ditto - - $\frac{1}{8}$ "	2 17 0 11	36 11 3	"	104 7 8	
Ditto - ditto - - $\frac{1}{8}$ "	12 16 0 0	12 - -	"	153 12 -	
Ditto - ditto - - $\frac{1}{8}$ "	1 16 3 18	11 8 4	"	21 1 5	
Ditto - ditto - - $\frac{1}{8}$ "	3 19 1 17	12 - -	"	47 12 9	
Ditto - ditto - - $\frac{1}{8}$ "	7 1 0 21	12 - -	"	84 14 3	
Ditto - ditto - - $\frac{5}{16}$ "	6 13 3 7	12 - -	"	80 5 9	
Ditto - ditto - - $\frac{9}{16}$ "	1 11 3 21	14 - -	"	22 7 1	
Ditto - ditto - - $\frac{9}{16}$ "	2 7 0 0	12 - -	"	28 4 -	
Bilge Keels ditto - - $\frac{1}{8}$ "	9 19 0 21	12 - -	"	119 10 3	
Ditto - Iron angle - - $\frac{3}{8}$ "	8 3 3 14	9 - -	"	73 14 10	
Caulking Butts—Iron bar, of sorts, above	0 0 2 0	- 10 -	cwt.	- 5 -	
Deck Plates—Iron, new angle - - $\frac{9}{16}$ "	39 11 1 7	8 10 -	ton	336 6 2	
Ditto - Iron plates - - $\frac{5}{16}$ "	107 12 3 0	13 - -	"	1,291 13 0	
Ditto - ditto - - $\frac{5}{16}$ "	93 5 0 21	12 - -	"	1,119 2 3	
Ditto - ditto - - $\frac{5}{16}$ "	17 8 1 7	14 - -	"	243 16 4	
Ditto - ditto - - $\frac{5}{16}$ "	8 3 1 21	12 - -	"	98 1 3	
Dunnage Iron—Iron $\frac{1}{2}$ -round - - $\frac{3}{8}$ "	2 8 2 24	8 17 2 $\frac{1}{2}$	"	21 11 6	
Edge Strips—Iron plates - - $\frac{1}{16}$ "	6 6 3 14	14 12 6	"	92 15 6	
Ditto - ditto - - $\frac{3}{8}$ "	10 10 3 0	14 12 6	"	154 2 3	
Ditto - ditto - - $\frac{9}{16}$ "	10 17 2 0	11 14 -	"	127 4 9	
Ditto - ditto - - $\frac{7}{16}$ "	21 19 0 14	12 - -	"	263 9 6	
Ditto - ditto - - $\frac{1}{8}$ "	14 11 1 7	12 - -	"	174 15 9	
Ditto - ditto - - $\frac{9}{16}$ "	6 13 1 21	12 - -	"	80 1 3	
Ditto - ditto - - $\frac{11}{16}$ "	12 16 3 21	12 - -	"	154 3 3	
Ditto - ditto - - $\frac{5}{16}$ "	12 0 1 7	10 - -	"	120 3 1	
Carried forward - - - £.				24,124 6 9	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.			Per	Amount.			TOTAL.		
		£.	s.	d.		£.	s.	d.	£.	s.	d.
Brought forward - - -	- - -	-	-	-	-	24,124	6	9			
"Achilles" Building—continued.	Tons. cwt. qrs. lbs.										
Edge Strips—Iron plates - - - $\frac{3}{8}$ inch	13 5 0 21	10	-	-	ton	132	11	10			
Ditto - ditto - - - $\frac{5}{8}$ "	13 1 1 14	7	11	10 $\frac{1}{2}$	"	99	4	9			
Ditto - ditto - - - $\frac{1}{16}$ "	3 5 1 23	7	11	10 $\frac{1}{2}$	"	24	17	-			
Engine Boiler and Shaft Bearers—											
Iron, angle $\frac{1}{2}$ "	30 19 3 14	8	10	-	"	263	8	11			
Ditto - ditto - - - $\frac{3}{4}$ "	17 2 1 0	8	10	-	"	145	9	1			
Ditto - ditto—Iron plates $\frac{3}{4}$ "	21 8 3 0	14	-	-	"	300	2	5			
Ditto - - - ditto - - - $\frac{1}{2}$ "	38 1 0 21	14	-	-	"	532	16	7			
Ditto - - - ditto - - - $\frac{5}{8}$ "	27 17 3 0	12	-	-	"	334	13	-			
Ditto - - - ditto - - - 1 "	19 19 1 7	14	-	-	"	279	10	3			
Stringers—Iron plates - - - $\frac{1}{16}$ "	10 6 1 14	11	14	-	"	120	14	7			
Ditto—Iron, angle - - - $\frac{1}{16}$ "	11 2 2 3	8	8	9	"	93	17	6			
Flange plate ditto - - - $\frac{5}{8}$ "	7 14 3 4	10	10	-	"	81	5	3			
Flat Keelson—Iron plates - - - $\frac{3}{4}$ "	2 4 2 21	14	12	6	"	32	13	7			
Ditto - ditto - - - $\frac{3}{4}$ "	13 12 1 18	12	-	-	"	163	8	11			
Floor plates - ditto - - - $\frac{1}{2}$ "	23 0 3 19	12	-	-	"	264	10	10			
Ditto - ditto - - - $\frac{5}{8}$ "	1 13 0 13	12	-	-	"	19	17	4			
Ditto - ditto - - - $\frac{5}{8}$ "	8 9 3 13	12	-	-	"	101	18	4			
Ditto - ditto - - - $\frac{5}{8}$ "	0 12 0 3	10	10	-	"	6	6	3			
Frames—Iron, angle - - - $\frac{1}{16}$ "	59 11 3 7	12	-	-	"	715	1	9			
Girders—Iron plates - - - $\frac{1}{16}$ "	7 18 3 7	10	-	-	"	79	8	1			
Ditto Iron bar, of sorts, above - - - $\frac{1}{2}$ "	0 0 2 14	-	10	-	cwt.	-	6	3			
Horizontal plates—Iron plates - - - $\frac{1}{2}$ "	0 13 2 7	12	-	-	ton.	8	2	9			
Intermediate floor plates—Iron, angle $\frac{3}{8}$ "	1 14 3 12	10	10	-	"	18	6	-			
Stringers—Iron plates - - - $\frac{3}{8}$ "	4 18 2 12	12	-	-	"	59	3	3			
Ditto—Iron, angle - - - $\frac{1}{2}$ "	12 0 1 21	8	10	-	"	102	3	8			
Inner keel plates—Iron plates - - - $\frac{1}{8}$ "	2 8 2 20	37	-	-	"	90	1	1			
Liners - - - ditto - - - - -	22 16 2 12	10	10	-	"	239	14	4			
Ditto - - - ditto - - - - -	30 10 0 17	8	-	-	"	244	1	2			
Ditto - - - ditto - - - - -	19 10 2 12	12	-	-	"	234	7	2			
Ditto Bar, of sorts, iron - - - $\frac{1}{4}$ "	0 8 3 4	-	13	-	cwt.	5	14	3			
Ditto—Iron plates - - - $\frac{5}{8}$ "	3 4 1 14	11	14	-	ton.	37	13	2			
Ditto - ditto - - - $\frac{1}{2}$ "	2 4 2 21	11	14	-	"	26	2	10			
Ditto - ditto - - - $\frac{1}{4}$ "	0 5 2 2	-	11	5	cwt.	3	3	-			
Ditto - ditto - - - $\frac{1}{16}$ "	2 2 2 7	9	-	-	ton.	19	3	1			
Ditto - ditto - - - $\frac{1}{16}$ "	1 14 0 0	9	-	-	"	15	6	-			
Ditto - ditto - - - $\frac{1}{16}$ "	2 8 0 14	9	-	-	"	21	13	1			
Ditto - ditto - - - $\frac{1}{16}$ "	0 4 1 26	12	-	-	"	2	13	9			
Ditto—Iron bar, of sorts, above - - - $\frac{1}{2}$ "	1 19 1 10	-	10	-	cwt.	19	13	4			
Ditto—Iron plates, common - - - - -	0 8 1 0	-	11	5	"	4	14	1			
Longitudinal plates—Iron plates - - - $\frac{7}{16}$ "	2 17 3 14	10	10	-	ton.	30	7	8			
Ditto - - - ditto - - - $\frac{9}{16}$ "	25 10 2 14	10	10	-	"	268	1	6			
Ditto - - - ditto - - - $\frac{7}{16}$ "	7 2 3 25	14	10	-	"	103	13	1			
Ditto - - - ditto - - - $\frac{9}{16}$ "	3 14 1 21	14	10	-	"	53	19	4			
Ditto - - - ditto - - - $\frac{9}{16}$ "	2 17 2 14	14	-	-	"	40	6	9			
Ditto - - - ditto - - - $\frac{1}{2}$ "	4 0 1 0	14	15	6	"	59	5	8			
Plates on throats of floors—Iron plates $\frac{1}{2}$ "	40 4 3 21	15	9	-	"	621	16	1			
Plates behind armour plating—											
Iron, angle $\frac{5}{8}$ "	15 8 1 0	8	10	-	"	131	-	2			
Ditto - - - ditto - - - $\frac{5}{8}$ "	52 4 1 25	8	8	9	"	440	12	9			
Ditto - - - Iron plates - - - $\frac{5}{8}$ "	11 13 0 21	14	12	6	"	170	10	4			
Ditto - - - ditto - - - $\frac{1}{16}$ "	85 10 3 0	14	12	6	"	1,250	19	6			
Ditto - - - ditto - - - $\frac{1}{16}$ "	21 11 0 21	12	-	-	"	258	14	3			
Ditto - - - ditto - - - $\frac{1}{16}$ "	50 10 0 10	14	15	6	"	746	3	7			
Ditto - - - ditto - - - $\frac{5}{8}$ "	2 10 1 11	14	15	6	"	37	3	11			
Ditto - - - ditto - - - $\frac{9}{16}$ "	13 7 2 27	36	11	3	"	489	9	3			
Ditto - - - ditto - - - $\frac{5}{8}$ "	11 6 2 1	14	-	-	"	158	11	1			
Ditto - - - ditto - - - $\frac{1}{16}$ "	5 17 2 8	14	-	-	"	82	6	-			
Ditto - - - ditto - - - $\frac{1}{16}$ "	23 14 2 7	14	-	-	"	332	3	10			
Ditto - - - ditto - - - $\frac{1}{16}$ "	7 6 1 21	15	-	-	"	109	16	7			
Ditto - - - ditto - - - $\frac{1}{16}$ "	10 1 2 0	15	-	-	"	151	2	6			
Ditto - - - ditto - - - $\frac{5}{8}$ "	9 12 3 0	15	-	-	"	144	11	3			
Ditto - - - ditto - - - $\frac{9}{16}$ "	8 15 0 7	13	1	6 $\frac{1}{2}$	"	114	9	5			
Ditto - - - ditto - - - $\frac{1}{16}$ "	4 16 1 7	13	18	5 $\frac{1}{2}$	"	67	-	10			
Ditto - - - ditto - - - $\frac{1}{16}$ "	4 2 0 7	14	6	10 $\frac{1}{2}$	"	58	17	1			
Carried forward - - - £.						34,989	7	8			

Appendix No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.			Per.	Amount.			Total.		
		£.	s.	d.		£.	s.	d.	£.	s.	d.
Brought forward - - -	- - -	-	-	-	-	34,989	7	8			
<i>"Achilles" Building—continued.</i>											
Plates behind armour plating—	Tons.cwts.qrs.lb.										
Iron plates $\frac{9}{16}$ inch	7 10 2 0	14	15	3 $\frac{3}{4}$	ton	111	2	2			
Ditto - - - ditto $\frac{9}{16}$ "	8 12 1 14	15	3	9	"	130	17	11			
Ditto - - - ditto $\frac{9}{16}$ "	1 4 3 0	16	-	8	"	19	16	10			
Ditto - - - ditto $\frac{9}{16}$ "	1 6 0 0	16	17	6	"	21	18	9			
Ditto - - - ditto $\frac{9}{16}$ "	0 9 2 14	9	14	- $\frac{3}{4}$	"	4	13	-			
Ditto - - - ditto $\frac{9}{16}$ "	9 11 1 7	15	-	-	"	143	9	8			
Ditto - - - ditto $\frac{9}{16}$ "	0 15 1 14	10	2	6	"	7	15	7			
Ditto - - - ditto $\frac{9}{16}$ "	0 13 2 14	11	7	9 $\frac{3}{4}$	"	7	15	2			
Ditto - - - ditto $\frac{9}{16}$ "	3 12 1 14	11	16	3	"	42	14	11			
Ditto - - - ditto $\frac{9}{16}$ "	3 1 2 21	12	4	8 $\frac{1}{4}$	"	37	14	6			
Ditto - - - ditto $\frac{9}{16}$ "	3 5 2 21	12	13	1 $\frac{1}{2}$	"	41	11	4			
Ditto - - - ditto $\frac{9}{16}$ "	3 5 1 14	13	10	-	"	44	2	7			
Ditto - - - ditto $\frac{9}{16}$ "	0 12 0 14	10	19	4 $\frac{1}{2}$	"	6	13	-			
Ditto - - - ditto $\frac{3}{8}$ "	2 3 0 14	14	15	3 $\frac{3}{4}$	"	31	16	9			
Ditto - - - ditto $\frac{3}{8}$ "	0 11 3 0	10	10	11 $\frac{1}{4}$	"	6	3	11			
Ditto - - - ditto $\frac{3}{8}$ "	0 13 3 7	11	7	9 $\frac{3}{4}$	"	7	17	3			
Ditto - - - ditto $\frac{3}{8}$ "	0 14 3 14	11	16	3	"	8	15	9			
Ditto - - - ditto $\frac{3}{8}$ "	1 11 0 0	12	4	8 $\frac{1}{4}$	"	18	19	3			
Ditto - - - ditto $\frac{3}{8}$ "	0 16 0 14	12	13	1 $\frac{1}{2}$	"	10	4	1			
Ditto - - - ditto $\frac{3}{8}$ "	0 17 1 21	13	1	6 $\frac{3}{4}$	"	11	8	-			
Deck plating—Iron, angle - -	6 5 0 21	9	10	-	"	59	9	3			
Ditto - ditto - -	2 14 1 14	9	-	-	"	24	9	4			
Pillars to decks—Wrought iron											
tubes 7 $\times \frac{1}{2}$ "	340 ft. 11 in.	-	14	-	foot	238	12	10			
Ditto - - - ditto 5 $\times \frac{3}{8}$ "	555 " 3 "	-	4	9	"	131	17	5			
Ditto - - - ditto 7 $\times \frac{1}{2}$ "	198 " 2 "	-	13	4	"	132	2	2			
Ditto - - - ditto 4 $\frac{1}{2}$ $\times \frac{3}{8}$ "	93 " 4 "	-	2	7 $\frac{1}{2}$	"	12	5	-			
Ditto - - - ditto 4 $\frac{1}{2}$ $\times \frac{3}{8}$ "	290 " 8 "	-	2	1 $\frac{1}{2}$	"	30	17	8			
Platforms—Iron plates chequered	Tons.cwt.qrs.lb.										
Recess—Iron, angle - - -	2 19 3 21	16	-	-	ton	47	19	-			
Ditto - ditto - - -	4 19 0 22	10	-	-	"	49	11	11			
Ditto - ditto - - -	5 1 3 25	21	18	9	"	111	17	-			
Shelf Plates—Iron plates - -	37 19 1 13	49	4	9	"	1,869	8	11			
Sheer strakes ditto - - -	3 9 3 12	36	11	3	"	127	14	2			
Ditto - ditto - - -	0 17 0 18	36	11	3	"	31	7	5			
Stringers - ditto - - -	76 0 1 7	14	-	-	"	1,064	4	4			
Ditto - ditto - - -	29 2 1 7	12	-	-	"	349	7	9			
Ditto - ditto - - -	14 2 0 0	14	-	-	"	197	8	-			
Ditto - ditto - - -	32 2 3 0	12	-	-	"	385	13	-			
Stern frame - - -	1 No.	-	-	-	-	6,132	-	-			
Topsides—Iron plates - - -	0 18 1 20	14	-	-	ton	12	18	-			
Ditto - ditto - - -	1 11 3 6	14	-	-	"	22	5	3			
Ditto - ditto - - -	26 17 1 14	14	-	-	"	376	3	3			
Ditto - ditto - - -	13 15 2 7	14	-	-	"	192	17	10			
Ditto Iron armour plates - -	157 14 0 0	39	15	-	"	6,268	11	5			
Ditto Iron plates - - -	2 9 3 13	14	12	6	"	36	9	3			
Ditto - ditto - - -	0 10 2 20	14	12	6	"	7	16	2			
Ditto - ditto - - -	6 7 0 21	14	15	6	"	93	19	2			
Ditto - ditto - - -	6 0 0 17	36	11	3	"	219	13	1			
Ditto - ditto - - -	10 6 1 18	36	11	3	"	377	6	11			
Tie Plates ditto - - -	28 18 2 0	14	-	-	"	404	18	11			
Ditto - ditto - - -	2 16 1 14	12	-	-	"	33	16	6			
Transverse plates—Iron plates	4 16 2 0	10	10	-	"	50	13	3			
Ditto - - - ditto - - -	17 7 0 18	10	10	-	"	182	5	1			
Ditto - - - ditto - - -	18 11 1 14	10	10	-	"	194	19	4			
Ditto - - - ditto - - -	24 5 0 12	12	-	-	"	291	1	3			
Frames—Iron, angle - - -	46 6 2 10	8	10	-	"	393	15	11			
Vertical keel plates—Iron plates	1 1 1 14	14	-	-	"	14	19	3			
Ditto - - - ditto - - -	1 9 2 21	14	-	-	"	20	15	7			
Ditto - - - ditto - - -	0 19 1 7	14	-	-	"	13	10	4			
Ditto - - - ditto - - -	2 6 0 14	15	-	-	"	34	11	10			
Welding iron plates—Iron bar, of											
sorts, above	0 1 1 7	-	10	-	cwt.	-	13	2			
Bolts, &c., for backing, &c.—Iron											
bar, of sorts, above	52 18 2 22	-	10	-	"	430	5	9			
Ditto - - - ditto - - -	0 2 0 6	-	11	-	"	1	2	7			
Carried forward - - -	£.	56,376	12	4							

Appendix No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	56,376 12 4	
<i>"Achilles" Building—continued.</i>					
	Tons.cwts.qrs.lbs.				
Bolts, &c. for backing, &c.—Iron plate -	0 10 1 24	- 11 5	cwt.	5 19 6	
Ditto - ditto - bolts and nuts—Iron galvanised.	1 11 0 11	1 10 1½	"	46 16 9	
Ditto - ditto - - - ditto - - -	0 14 0 9	1 4 1½	"	16 19 8	
Ditto - ditto - washers, iron - -	0 5 1 4	1 2 3½	"	5 16 11	
Ditto - ditto - rings - ditto - -	0 0 0 7	- - 2½	lb.	- 1 5	
Ditto - ditto - forelocks ditto - -	0 0 0 14	- - 2	"	- 2 4	
Ditto - ditto - galvanising bolts and nuts.	2 14 3 20	- 6 -	cwt.	16 9 7	
Making rivets, iron bolt bowling - -	9 14 1 0	- 18 -	"	174 16 3	
Ditto - ditto bar, of sorts, above ½ inch	0 14 2 0	- 10 -	"	7 5 -	
Rivets, iron - - - - -	100 13 1 1	1 6 -	"	2,627 2 2	
Coaks, wood - - - - 3½ inches	2,488 No.	- - 3	each	31 2 -	
Castings, metal - - - - -	0 0 3 18	- - 10½	lb.	4 7 1	
Ditto - ditto - - - - -	0 0 1 27	- - 9¾	"	2 4 8	
Elastic oak varnish - - - - -	50 galls.	- 11 -	gall.	27 10 -	
Fearnought - - - - -	241 yards	- 1 5½	yd.	17 10 11	
Felt, thick, untarred - - - - -	200 sheets	- - 8½	sheet	7 1 8	
Ditto, thin - ditto - - - - -	450 " - -	- - 4	"	7 10 -	
Ditto, ditto, tarred - - - - -	800 " - -	- - 4½	"	15 - -	
Forgings, iron, plain - - - - -	0 291 3 19	- - 3¾	lb.	510 17 2	
Nails, metal sheathing - - - - ¾ inch	0 0 0 6	- - 10	"	- 5 -	
Ditto, iron, coopers' flats - - - ¾ "	0 0 0 4	- - 10	"	- 3 4	
Ditto ditto - scupper - - - - ¾ "	0 0 0 14	3 1 2	cwt.	- 7 7	
Ocham, black - - - - -	0 139 3 0	1 7 6	"	191 9 4	
Ditto, white - - - - -	0 1 0 0	1 2 6	"	1 2 6	
Oil, linseed - - - - -	424½ galls.	- 2 3½	gall.	48 13 4	
Ditto, train - - - - -	12 " - -	- 2 9	"	1 13 -	
Paint, mixed, black - - - - -	0 2 2 15	- 17 -	cwt.	2 4 8	
Ditto - ditto, Venetian red - - -	0 12 2 0	- 14 7	"	9 1 9	
Ditto - ditto, white - - - - -	0 100 2 26	1 6 6	"	133 7 -	
Pitch, vegetable - - - - -	0 40 0 20	5 9 9	ton	11 - -	
Plugs - - - - -	7,000 No.	- 8 2½	100	28 14 6	
Putty - - - - -	0 29 2 0	- - ¾	lb.	10 6 6	
Litharge - - - - -	0 5 3 17	1 6 -	cwt.	7 13 4	
Red lead - - - - -	0 64 3 8	1 3 6	"	76 2 10	
Rosin - - - - -	0 2 0 0	- 6 1¾	"	- 12 3	
Spirits of turpentine - - - - -	23½ galls.	- 3 1	gall.	3 11 11	
Spun yarn, tarred - - - - -	0 2 0 0	1 18 -	cwt.	5 14 -	
Tar, mineral - - - - -	25 galls.	- - 1½	gall.	- 3 1	
Ditto, vegetable - - - - -	2 barrels	1 3 7½	bar.	2 7 3	
Tallow, yellow - - - - -	0 2 0 14	2 16 -	cwt.	5 19 -	
Keel, hammered—Keel piece - - -	1 No.	- - -	-	228 - -	
Without board, stem, 1 teak timber	55 ft. cube	- 8 11	ft.	24 10 5	
Ditto - - - ditto 1 - ditto - -	559 " -	- 8 2	"	228 5 2	
Ditto - - - ditto 1 - ditto - -	28 " -	- 7 7	"	10 12 4	
Ditto - - - ditto 1 - ditto - -	2 " -	- 6 3	"	- 12 6	
Ditto - - - ditto 1 - ditto reserved	4 " -	- 2 5	"	- 9 8	
Ditto - - - ditto 1 teak thickstuff, 9 to 10 inches	15,804 " -	- 8 2	"	6,453 6 -	
Ditto - - - ditto 1 - ditto - 6½ "	10 " -	- 7 7	"	3 15 10	
Ditto - - - ditto 1 ditto plank 4 "	34 ft. sup.	- 2 3	"	3 16 6	
Ditto - - - ditto 1 - ditto - 3 "	84 " -	- 1 9	"	7 7 -	
Ditto - - - ditto 1 - ditto - 2½ "	52 " -	- 1 6	"	3 18 -	
Ditto - - - ditto 1 - ditto - 2 "	18 " -	- 1 3	"	1 2 6	
Ditto - - - ditto 1 ditto, rough 2 "	8 " -	- 10 -	"	- 6 8	
Ditto - - - ditto 1 ditto, board 1½ "	76 " -	- 1 -	"	3 16 -	
Upper Deck - ditto 3 ditto, timber -	124 ft. cube	- 8 2	"	50 12 8	
Ditto - - - ditto 3 - ditto - -	158 " -	- 7 7	"	59 18 2	
Ditto - - - ditto 3 - ditto - -	42 " -	- 6 11	"	14 10 6	
Ditto - - - ditto 3 - ditto - -	28 " -	- 6 7	"	9 4 4	
Ditto - - - ditto 3 - ditto - -	3 " -	- 6 3	"	- 18 9	
Lower deck, stem, 4 fir, yellow pine, board, 1½ inch.	433 ft. sup.	- - 4	"	7 4 4	
Ditto - ditto - 4 - ditto - rough, 1½ inch	123 " -	- - 3½	"	1 15 10	
Carried forward - - - £.				67,556 - 9	

Appendix. No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	67,556 - 9	
<i>"Achilles" Building—continued.</i>					
Sundry Petty Stores:					
ISSUES.					
Fuel for Engine, Coals Steam Engine - -	60 tons.	- 14 6	ton	43 10 -	
Ditto - - ditto - - ditto - -	366½ "	- 13 8	"	250 8 10	
Ditto - - ditto, Metal Mills - -	33½ "	- 14 9	"	24 14 1	
Ditto, Furnaces, ditto - ditto - -	44 "	- 14 9	"	32 9 -	
Ditto - - ditto, Steam Engine - -	65 "	- 14 6	"	47 2 6	
Ditto - - ditto - - ditto - -	504½ "	- 13 8	"	344 14 10	
Ditto - - ditto, Smithery - -	13½ "	- 12 6	"	8 8 9	
Ditto - - ditto - ditto - -	147½ "	- 11 3	"	82 16 11	
Ditto Forges, ditto - ditto - -	111 "	- 12 6	"	69 7 6	
Ditto - - ditto - ditto - -	457¾ "	- 11 3	"	257 9 8	
Ditto - - Coke - - - -	125 "	1 8 5	"	177 6 8	
Ditto Steaming Plank, Coals Steam Engine	15 "	- 13 8	"	10 5 -	
Ditto Forging Butt Straps - ditto - -	3 "	- 14 6	"	2 3 6	
Ditto - - ditto - - - ditto - -	4 "	- 13 8	"	2 14 8	
Ditto Drawing Liners - - ditto - -	1 "	- 14 6	"	- 14 6	
Ditto Rolling Iron Bolts - ditto - -	5 "	- 13 8	"	3 8 4	
Ditto - - ditto - Coals Metal Mills	6½ "	- 13 10	"	4 9 11	
Ditto Re-manufacturing Iron Plates, ditto -	7½ "	- 14 9	"	5 10 7	
Blacklead - - - - -	cwt. 0 1 5	- - 2½	lb.	- 6 8	
Bricks, Bath - - - - -	25 No.	- 1 -¼	doz.	- 2 1	
Candles, Tallow - - - - -	cwt. 11 0 7	- - 5½	lb.	28 7 10	
Canvas, Old, painted - - - - -	" 16 1 0	- 6 -	cwt.	4 17 6	
Ditto, Worn - - - - -	455 yds.	- - 8½	yd.	16 2 3	
Cotton, Round - - - - -	cwt. 1 2 5	- - 9	lb.	6 9 10	
Ditto, Waste - - - - -	" 4 2 14½	1 3 -	cwt.	5 5 7	
Emery, on Cloth - - - - -	138 shts.	- 1 -	quire	- 5 9	
Glass, - ditto - - - - -	60 "	- - 11	"	- 2 3	
Glue - - - - -	3 lbs.	- - 5½	lb.	- 1 4	
Iron New Bar, of sorts - above ½ inch	cwt. 1 0 16	- 10 -	cwt.	- 11 5	
Ditto, Plate - - - - -	" 0 3 20	- 13 -	"	- 12 1	
Acid, Muriatic - - - - -	" 0 0 1	- 13 1	"	- - 1	
Nails, Iron, Rosehead - - - 2 inches	" 0 2 1	2 1 -¾	"	1 - 7	
Ditto - ditto - - - - 3 "	" 0 2 15	- 17 5¼	"	- 11 -	
Ditto - Clasp, bastard - - 1½ "	" 0 1 7	2 2 -¼	"	- 13 -	
Ditto - ditto - - - - 2 "	" 0 3 3	1 15 6	"	1 7 2	
Ditto - Roseheads - - - 4 "	" 0 2 27	- 18 10½	"	- 13 10	
Ditto - ditto - - - - 1½ "	" 0 2 4	2 3 3	"	1 2 10	
Ditto - ditto - - - - 5 "	" 0 3 0	- 18 10	"	- 14 -	
Ditto - ditto - - - - 2½ "	" 0 2 27	1 3 -	"	- 16 7	
Ditto - ditto - - - - ¾ "	" 0 0 1	- - 7	lb.	- - 7	
Ditto - ditto - - - - 4½ "	" 0 1 14	- 18 10	cwt.	- 7 -	
Ditto - ditto - - - - 1½ "	" 0 0 10	1 13 5	"	- 3 -	
Ditto - ditto - - - - 3 "	" 0 0 20	1 5 11	"	- 4 7	
Ditto - Dieheads - - - 1½ "	" 0 2 16	3 12 9¼	"	2 6 5	
Ditto - ditto - - - - 2 "	" 1 2 11	2 4 5¾	"	3 10 11	
Ditto - ditto - - - - 3 "	" 0 1 7	1 10 7½	"	- 9 6	
Ditto - ditto - - - - 4 "	" 0 1 22	1 1 10	"	- 9 2	
Ditto - ditto - - - - 5 "	" 0 2 4	1 0 2	"	- 10 9	
Ditto - ditto - - - - 2½ "	" 0 1 2	1 13 5	"	- 8 10	
Ditto - ditto - - - - 6 "	" 0 1 0	1 - 2	"	- 5 1	
Ditto - Clout - - - - ¾ "	" 0 0 15	2 6 9	"	- 6 3	
Ditto - ditto - - - - 1 "	" 0 0 6	2 9 -	"	- 2 7	
Ditto - Cooper's Flats - - 1 "	" 0 0 7	- 1 4½	lb.	- 9 7	
Ditto - Clasp, fine - - 3 "	" 0 0 5	1 8 4	cwt.	- 1 3	
Ditto - ditto - - - - 1½ "	" 0 1 27	3 6 3½	"	1 12 1	
Ditto - ditto - - - - 1½ "	" 0 2 16	2 17 8	"	1 16 8	
Ditto - ditto - - - - 2½ "	" 0 0 10	1 3 2	"	- 2 1	
Ditto - ditto - - - - 2 "	" 0 1 4	2 3 3	"	- 12 2	
Ditto - Scupper - - - 1 "	" 0 0 10	1 17 1½	"	- 3 4	
Ditto - ditto - - - ¾ "	" 0 0 23	3 1 2	"	- 12 5	
Ditto - Tacks, Flatheads - - ½ "	" 0 0 -½	- - 10	lb.	- - 5	
Ditto - Dog - - - - 2½ "	" 0 0 16	1 1 7	cwt.	- 3 -	
Ditto - Brads, billed - - ¾ "	" 0 0 2	- 1 6½	lb.	- 3 -	
Carried forward - - -		£.		67,009 - 4	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.			Per.	Amount.			TOTAL.		
		£.	s.	d.		£.	s.	d.	£.	s.	d.
Brought forward - - -	- - -	-	-	-	-	67,009	-	4			
<i>"Achilles" Building—continued.</i>											
Sundry Petty Stores— <i>continued.</i>											
Oil, animal, Brotherton's - - - -	4 galls.	-	5	6	gall.	1	2	-			
" Gallipoli - - - - -	683½ "	-	4	8½	"	159	12	3			
" pale seal - - - - -	468 "	-	3	6	"	81	18	-			
" train - - - - -	12 "	-	2	9	"	1	13	-			
Ocham, white - - - - -	cwt. 7 1 2	1	2	6	cwt.	8	2	-			
Paint, mixed, white - - - - -	" 0 1 16	1	6	6	"	-	10	5			
Riley's composition - - - - -	" 1 0 17	1	13	-	"	1	18	-			
Rivets, iron, coopers' - - - - -	" 0 0 1	1	6	5	"	-	-	3			
Rozin - - - - -	" 0 0 17	-	6	1½	"	-	-	11			
Sal ammoniac - - - - -	" 0 0 1	-	-	5	lb.	-	-	5			
Soda - - - - -	" 0 0 2	-	-	1½	"	-	-	3			
Sulphur - - - - -	" 0 0 1	-	16	5¾	cwt.	-	-	2			
Soap, soft - - - - -	" 3 0 7	-	-	2½	lb.	3	17	10			
Spirits of Turpentine - - - - -	2½ galls.	-	3	1	gall.	-	6	9			
Screws, wood, iron - - - - - ¾ inch	626 No.	-	-	¾	doz.	-	3	3			
Ditto - - - - - 1 "	292 "	-	-	¾	"	-	1	5			
Ditto - - - - - 1½ "	40 "	-	-	1¼	"	-	-	4			
Ditto - - - - - 1½ "	254 "	-	-	1¾	"	-	3	-			
Tallow, white - - - - -	cwt. 1 2 13	2	18	9	cwt.	4	14	3			
Whiting - - - - -	" 8 2 0	-	1	4½	"	-	11	4			
Dubbing, batten fir, red pine plank 4 inches	60 ft. sup.	-	-	10	ft.	2	10	-			
Fir, yellow pine board, rough ½ inch	1,297 "	-	-	1½	"	8	1	10			
Ditto - ditto - ditto ¾ "	11,296 "	-	-	2	"	94	2	10			
Ditto - ditto - ditto 7/8 "	55 "	-	-	2	"	-	9	2			
Ditto - ditto - ditto - 1,921 "	350 "	-	-	2½	"	19	19	10			
Ditto - ditto - ditto - 5/8 inch	569 "	-	-	1½	"	2	3	7			
Ditto - ditto - ditto - ¾ "	173 "	-	-	2½	"	5	18	4			
Ditto - ditto - rough 1½ "	34 "	-	-	3½	"	2	10	5			
Ditto - ditto - ditto 1½ "	183 "	-	-	3	"	-	8	6			
Ditto - ditto - ditto 1½ "	10 "	-	-	4	"	3	1	-			
Ditto - ditto - rough 1½ "	110 "	-	-	3	"	-	2	6			
Ditto - ditto - ditto 1½ "	88 "	-	-	3	"	1	7	6			
Fir, yellow pine plank - 3 inches	188 "	-	-	8	"	2	18	8			
Ditto, Riga board - 1½ inch	135 "	-	-	2½	"	1	19	2			
Ditto - ditto - 1 "	24 "	-	-	2	"	1	2	6			
Ditto - ditto - ditto 1½ "	71 "	-	-	3½	"	-	7	-			
Ditto - ditto - ditto ¾ "	612 "	-	-	2	"	-	11	10			
Ditto, red pine board, rough 1 "	1,331 "	-	-	2½	"	6	7	6			
Ditto - ditto - ditto ¾ "	213 "	-	-	2	"	11	1	11			
Ditto - ditto - ditto ¾ "	43 "	-	-	2½	"	2	4	9			
Ditto - ditto - ditto 1 "	8 "	-	-	3	"	-	10	9			
Ditto, red pine plank - 2½ inches	119 "	-	-	7	"	-	4	8			
Ditto, Dantzic board, rough ¾ inch	161 "	-	-	2	"	-	19	10			
Ditto - ditto - ditto 1 "	2,378 "	-	-	2	"	1	6	10			
Ditto - ditto - ditto ¾ "	76 "	-	-	1¾	"	17	6	9			
Ditto - ditto - ditto ¾ "	69 "	-	-	1½	"	-	9	6			
Ditto, Dantzic plank - 3 inches	4 "	-	-	7	"	2	-	3			
Ditto - ditto - ditto 4 "	9 "	-	-	9	"	-	3	-			
Ditto - ditto - ditto 3 "	15 "	-	-	7	"	-	5	3			
Ditto - ditto - ditto 2½ "	15 "	-	-	6	"	-	7	6			
Ditto - ditto - ditto 2 "	84 "	-	-	5	"	-	6	3			
Elm board, rough English - ¾ inch	16 "	-	-	2½	"	-	17	5			
Cedar plank - 2 inches	3 "	-	1	1	"	-	17	4			
Ditto board - ¾ inch	-	-	-	5½	"	-	1	4			
Straight edges, mahogany, Honduras board - 1½ "	4 "	-	-	10	"	-	3	4			
General expenditure, Joiners - - - -	- - -	-	-	-	-	-	-	1			
Ditto - - - Millwrights - - - -	- - -	-	-	-	-	1	13	7			
Ditto - - - Painters - - - -	- - -	-	-	-	-	-	-	3			
Ditto - - - Smiths - - - -	- - -	-	-	-	-	2	1	9			
Ditto - - - Turners - - - -	- - -	-	-	-	-	-	2	1			
									69,461	2	9
Carried forward - - - £.									69,461	2	9

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*cont^d*.

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	- - -	69,461 2 9
"Achilles" Building—continued.					
Sundry Petty Stores—continued.					
RETURNS :	Tons. cwt. qrs. lbs.				
Bulkheads—Iron Plates - - - 5 inches	0 13 3 5	12 - -	ton	8 5 6	
Ditto - ditto - - - "	16 14 3 19	12 - -	"	200 19 -	
Ditto - ditto - - - "	0 7 1 7	12 - -	"	4 7 9	
Ditto Iron, angle - - - "	0 12 2 7	10 10 -	"	6 11 11	
Bottom plates—Iron plates - - - 1 "	0 11 2 23	15 9 -	"	9 - 10	
Butt straps - ditto - - - "	1 5 3 23	15 9 -	"	20 1 -	
Deck plates—Iron, angle - - - "	0 6 0 0	9 10 -	"	2 17 -	
Ditto - Iron plates - - - "	1 3 3 3	12 - -	"	14 5 4	
Edge Strips - ditto - - - "	0 1 2 20	14 12 6	"	1 4 6	
Ditto - - ditto - - - "	0 2 3 7	14 12 6	"	2 1 1	
Engine, boiler, and shaft bearers—					
Iron plates 3 4 "	0 15 1 14	14 - -	"	10 15 3	
Ditto - - - Iron, angle 3 4 "	0 13 1 2	8 10 -	"	5 12 9	
Stringers—Iron plates - - - "	0 4 0 23	11 14 -	"	2 9 2	
Floor Plates—Iron, angle - - - "	2 1 0 14	10 10 -	"	21 11 10	
Frames - - ditto - - - "	0 9 3 8	11 - -	"	5 8 -	
Ditto - - ditto - - - "	1 15 2 21	9 - -	"	16 1 2	
Girders—Iron plates - - - "	0 16 3 27	10 - -	"	8 9 9	
Stringers - ditto - - - "	0 0 3 20	12 - -	"	- 11 2	
Ditto Iron, angle - - - "	0 1 1 7	8 10 -	"	- 11 2	
Longitudinal plates—Iron plates - - - "	2 1 1 0	10 10 -	"	21 13 -	
Ditto - - - ditto - - - "	0 13 0 0	14 10 -	"	9 8 6	
Ditto - - - ditto - - - "	0 16 0 7	14 10 -	"	11 12 11	
Ditto - - - ditto - - - "	0 2 2 25	14 15 6	"	2 - 2	
Plates behind armour plating—					
Iron plates 3 4 "	2 4 3 6	14 15 6	"	33 1 11	
Ditto - - - ditto - - - "	0 12 0 16	14 12 6	"	8 17 7	
Frames—Iron, angle - - - "	1 3 1 5	8 10 -	"	9 18 -	
Vertical keel plates—Iron, angle - - - "	0 4 3 2	10 10 -	"	2 10 1	
Making rivets—Iron bolt bowling - - -	0 10 0 0	- 18 -	cwt.	9 - -	
rivets—Iron - - - -	1 0 2 12	1 6 -	"	26 15 7	
Iron, old, wrought - - - -	269 2 2 0	4 3 -	ton	1,116 17 4	
Rags, canvas - - - -	0 15 3 0	- 6 -	cwt.	4 14 6	
Sale of old timber - - - -	4 Fathoms -	- - -	-	3 15 4	
					1,601 9 1
Expense of Workmanship:	Days. Extra Hours.			£.	67,859 13 8
Angle iron, smiths, leading men - - -	212½ 13½	- 7 6	day of 10 hours.	80 4 10	
Ditto - - ditto - - - -	77 -	- 7 6	"	28 17 6	
Ditto - - ditto - - - -	1,208 69½	- 6 6	"	395 7 8	
Ditto - - ditto - - - -	631 160½	- 6 -	"	195 7 11	
Ditto - - ditto - - - -	418½ 13½	- 5 6	"	115 10 1	
Boys - - - -	2,464 153½	- 2 -	"	248 12 5	
Ditto - - - -	1,981½ 94½	- 1 9	"	174 8 6	
Ditto - - - -	2,347 167	- 1 6	"	177 14 1	
Ditto - - - -	14,813 856½	- 1 4	"	1,014 15 6	
Caulkers, leading men - - - -	59 6	- 6 4	"	18 18 -	
Ditto - - - -	923 127½	- 5 2	"	242 3 4	
Ditto apprentices - - - -	9 13½	- 2 4	"	1 4 11	
Ditto - ditto - - - -	10 -	- 2 -	"	1 - -	
Ditto - ditto - - - -	74 13½	- 1 9	"	6 12 4	
Ditto - ditto - - - -	25 9½	- 1 6	"	1 19 1	
Ditto - ditto - - - -	48 6½	- 1 2	"	2 17 2	
Ditto - ditto - - - -	36 1	- - 10	"	1 10 2	
Chippers - - - -	27 7½	- 5 6	"	7 13 -	
Ditto - - - -	1,590 61½	- 5 -	"	399 5 2	
Ditto - - - -	3,422½ 142½	- 4 6	"	773 11 4	
Ditto - - - -	1,777½ 63½	- 4 -	"	356 19 7	
Engine keepers - - - -	58 -	- 4 4	"	12 11 4	
Ditto - - - -	338 37	- 3 8	"	62 14 11	
Furnacemen - - - -	209 52½	- 6 -	"	64 12 6	
Ditto - - - -	551½ 101½	- 5 -	"	141 2 8	
Hammermen - - - -	27,992 1,525½	- 4 -	"	5,635 4 -	
Holders up - - - -	12,416½ 764½	- 4 -	"	2,501 8 7	
Carried forward - - - £.				12,662 6 7	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material or Workmanship Performed.			Quantity.		Rate.		Per	Amount.		TOTAL.
					£. s. d.			£. s. d.		£. s. d.
Brought forward - - -			-	-	-	-	-	12,662	6 7	
<i>"Achilles" Building—continued.</i>										
Expense of Workmanship— <i>continued.</i>			Days.	Extra hours.						
Labourers, leading men - - -			293	13 $\frac{1}{4}$	-	4	-	day of 10 hours.	58	18 2
Ditto - - - - -			11,306 $\frac{1}{4}$	766	-	3	-	"	1,709	6 7
Ditto - - - - -			36,863 $\frac{1}{2}$	3,415 $\frac{1}{2}$	-	2	6	"	4,662	6 8
Ditto - - Scraping by task - - -			31	-	-	2	6	"	5	15 5
Machinemen, leading men - - -			208 $\frac{1}{2}$	40 $\frac{1}{4}$	-	12	-	"	128	- -
Ditto - - - - -			20	27	-	8	-	"	9	7 8
Ditto - - - - -			81 $\frac{1}{2}$	40 $\frac{3}{4}$	-	7	6	"	32	9 2
Ditto - - - - -			170 $\frac{1}{2}$	59 $\frac{1}{2}$	-	6	-	"	53	8 4
Ditto - - - - -			19 $\frac{1}{2}$	20 $\frac{5}{8}$	-	5	6	"	6	2 -
Ocham Boys - - - - -			140	9	-	1	2	"	8	4 9
Platers, leading men - - - - -			281	45 $\frac{1}{2}$	-	10	-	"	143	2 10
Ditto - - - - -			3	-	-	8	6	"	1	5 6
Ditto - - - - -			97 $\frac{1}{2}$	-	-	8	-	"	39	- -
Ditto - - - - -			304 $\frac{3}{4}$	-	-	7	-	"	106	13 3
Ditto - - - - -			156 $\frac{1}{2}$	-	-	6	6	"	50	17 3
Ditto - - - - -			844 $\frac{1}{2}$	11 $\frac{1}{2}$	-	6	-	"	253	14 8
Ditto - - - - -			15 $\frac{1}{2}$	-	-	5	6	"	4	5 3
Riveters - - - - -			1,077 $\frac{1}{2}$	100 $\frac{1}{2}$	-	5	6	"	299	17 9
Ditto - - - - -			3,596	83 $\frac{1}{2}$	-	5	-	"	901	9 3
Ditto - - - - -			1,719	77 $\frac{1}{2}$	-	4	6	"	388	14 6
Shearers - - - - -			8	-	-	5	-	"	2	- -
Shipwrights, leading men - - -			1,794	191 $\frac{1}{2}$	-	6	4	"	575	10 3
Ditto - - - - -			45,144 $\frac{1}{2}$	4,562 $\frac{3}{4}$	-	5	2	"	11,795	5 5
Ditto - Apprentices - - - - -			350 $\frac{1}{2}$	37 $\frac{3}{4}$	-	2	4	"	41	9 -
Ditto - ditto - - - - -			226 $\frac{1}{2}$	39 $\frac{9}{12}$	-	2	-	"	23	3 -
Ditto - ditto - - - - -			418 $\frac{1}{2}$	38	-	1	9	"	37	- 8
Ditto - ditto - - - - -			586 $\frac{1}{2}$	85 $\frac{9}{12}$	-	1	6	"	44	14 4
Ditto - ditto, including Board Wages 91 days, 1l. 9s. 2d. - - -			1,083	108 $\frac{3}{4}$	-	1	2	"	59	1 1
Ditto - - ditto - - - - -			344	32 $\frac{1}{4}$	-	-	10	"	14	10 11
Ditto - - ditto - - - - -			283 $\frac{1}{2}$	12	-	-	7	"	8	6 9
Smiths - - - - -			198 $\frac{1}{2}$	44 $\frac{6}{12}$	-	5	6	"	56	3 11
Ditto - - - - -			1,198	164 $\frac{6}{12}$	-	5	-	"	304	11 11
Ditto - - - - -			1,054 $\frac{1}{2}$	111	-	4	10	"	257	17 4
Boys - - - - -			34	-	-	1	2	"	1	19 8
Caulkers - - - - -			2	-	-	5	2	"	-	10 4
Engine Keepers - - - - -			397 $\frac{1}{2}$	7 $\frac{1}{2}$	-	4	4	"	86	6 -
Ditto - - - - -			86	491	-	4	-	"	29	5 10
Ditto - - - - -			33 $\frac{1}{2}$	-	-	3	8	"	6	2 10
Labourers, single stationed - - -			2	-	-	3	6	"	-	7 -
Ditto - - - - -			31	-	-	3	-	"	4	13 -
Ditto - - - - -			86 $\frac{1}{2}$	-	-	3	-	"	12	19 6
Ditto - - - - -			69 $\frac{1}{2}$	-	-	2	6	"	8	13 9
Ditto - leading men - - - - -			173 $\frac{1}{2}$	-	-	3	6	"	30	7 3
Ditto - - - - -			16	-	-	2	4	day (ordinary time).	1	17 4
Ditto - - - - -			106	-	-	2	3	"	11	18 6
Ditto - - - - -			3,340	-	-	2	2	"	361	15 -
Ditto - Coaling by Task - - - -			29	-	-	2	4	"	120	3 10
Ditto - ditto - - - - -			92	-	-	2	3	"		
Ditto - ditto - - - - -			601	-	-	2	2	"		
Metal Mill Men - - - - -			11	-	-	7	-	day of 10 hours.	3	17 -
Ditto - - - - -			11	-	-	6	-	"	3	6 -
Ditto - - - - -			21	-	-	5	6	"	5	15 6
Ditto - - - - -			31 $\frac{1}{2}$	-	-	4	6	"	6	19 3
Ditto - - - - -			23	-	-	3	9	"	4	6 3
Ditto - - - - -			24	-	-	3	3	"	3	18 -
Ditto - - - - -			27	-	-	2	9	"	3	14 3
Millwrights, leading men - - -			4	-	-	8	-	"	1	12 -
Ditto - - - - -			58 $\frac{1}{2}$	-	-	5	2	"	15	2 3
Joiner at Planing Machine - - -			12	-	-	4	6	"	2	14 -
Painters - - - - -			26 $\frac{1}{2}$	-	-	3	10	day (ordinary time).	5	1 7

Carried forward - - - £. 35,478 6 1 67,859 13 8

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material or Workmanship Performed.		Quantity.	Rate.	Per	Amount.	TOTAL.
			£. s. d.		£. s. d.	£. s. d.
Brought forward - - -		- - -	- - -	- - -	35,478 6 1	67,869 13 8
<i>"Achilles" Building—continued.</i>						
Expense of Workmanship—continued.		Days.	Extra Hours.			
Shipwrights, leading men - - -	11		- 5 6	day (ordinary time).	3 - 6	
Ditto, including lodging money, 9 l. 13 s. 9 d.	77½		- 4 6	"	27 2 6	
Stokers - - - - -		4½	- 4 -	day of 10 hours.	- 2 1	
Ditto - - - - -		203½	- 3 6	"	4 6 7	
Ditto - - - - -		47½	- 3 -	"	- 15 10	
Ditto - - - - -		67¾	- 2 6	"	1 - 1	
Smiths, forgers - - - - -	3½		- 8 -	"	1 8 -	
Ditto - single stationed travelling - - -	- - -	-	- 6 3	"	- 10 -	
Ditto, furnacemen - - - - -	3		- 5 9	"	- 17 3	
Ditto, assistant furnacemen - - - - -	8		- 4 8	"	1 17 4	
Ditto, single firemen - - - - -	3½		- 4 10	"	- 16 11	
Teams, for one horse - - - - -	698		- 2 7½	"	92 3 8	
Wood Turner - - - - -	2½		- 4 8	ordinary time.	- 11 8	
Writer - - - - -	303½	24¾	- 7 -	day of 10 hours.	107 5 4	
General expenditure, Millwrights - - -	- - -	- - -	- - -	- - -	1 12 8	
" Painters - - - - -	- - -	- - -	- - -	- - -	- 2 8	
" Smiths - - - - -	- - -	- - -	- - -	- - -	- 10 7	
" Turners - - - - -	- - -	- - -	- - -	- - -	- 4 5	
						35,722 14 2
					£.	103,582 7 10
<i>Fitting Hull. "Achilles."</i>						
Iron, New Bar of sorts above ½ ins. - -	Tons. cwt. qrs. lbs.	6 18 0 20	- 10 -	cwt.	69 1 5	
<i>Sundry Petty Stores:</i>						
Coals, Smithery - - - - -	23 tons		- 11 3	ton	12 18 9	
<i>Expense of Workmanship:</i>						
Boys - - - - -	Days.	Extra Hours.				
	7		- 2 -	day of 10 hours.	- 14 -	
Hammermen - - - - -	404½	11¾	- 4 -	"	81 3 4	
Holders up - - - - -	5		- 4 -	"	1 - -	
Labourers - - - - -	16		- 2 6	"	2 - -	
Shipwrights - - - - -	46	6	- 5 2	"	12 1 2	
Smiths - - - - -	227	6¾	- 5 -	"	56 18 8	
Ditto - - - - -	7		- 4 10	"	1 13 10	
Shipwrights, Dockyardmen - - - - -	4		- 4 6	ordinary time.	- 18 -	
						156 9 -
					£.	238 9 2
<i>Landing, Receiving, and Depositing Stores.</i>						
Cotton Waste - - - - -	cwt. 0 0 10		1 3 -	cwt.	- 2 -	
Iron, New Bar, of sorts above ½ ins. - -	" 2 0 2		- 10 -	"	1 - 2	
Ocham, White - - - - -	" 0 0 14		1 2 6	"	- 2 9	
Oil, Gallipoli - - - - -	10 galls.		- 4 8½	gall.	2 6 10	
Soap, Soft - - - - -	cwt. 0 0 13		- - 2¼	lb.	- 2 11	
Tallow, White - - - - -	" 0 0 4		2 18 9	cwt.	- 2 1	
						3 16 9
<i>Expense of Workmanship:</i>						
Boys - - - - -	Days.	Extra Hours.				
	10		- 1 9	day of 10 hours.	- 17 6	
Chippers - - - - -	3		- 5 6	"	- 16 6	
Ditto - - - - -	21½		- 5 -	"	5 7 6	
Ditto - - - - -	25½	2¾	- 4 -	"	5 3 3	
Machinemen - - - - -	72½		- 6 -	"	21 15 -	
Carried forward - - - £.					33 19 9	3 16 9

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material or Workmanship Performed.	Quantity.		Rate.	Per	Amount.	TOTAL.
			£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	-	-	-	-	33 19 9	3 16 9
<i>Landing, Receiving, and Depositing Stores—continued.</i>						
<i>Expense of Workmanship—continued.</i>	Days.	Extra Hours.				
Riveters - - - - -	80	-	- 5 6	day of 10 hours.	22 - -	
Ditto - - - - -	21	-	- 5 -	"	5 5 -	
Labourers, leading men, Dockyard men - -	54½	-	- 3 6	ordinary time.	9 10 9	
Ditto - - ditto - - - - -	25	-	- 2 3	"	2 16 3	
Ditto - - ditto - - - - -	1,293	-	- 2 2	"	138 13 4	
Shipwrights - ditto - - - - -	3	-	- 4 6	"	- 13 6	
Teams - for one horse - - - - -	133	-	- 2 7½	"	17 6 4	
						230 4 11
<i>Chests, Cupboards, &c., for the Preservation of Stores.</i>					£.	234 1 8
Bolts and nuts, iron - - - - -	3½ lbs.		1 17 8½	ewt.	- 1 2	
Buttons, iron - - - - - 1¾ inches	6 No.		- - 3½	doz.	- - 2	
Chests, tool - - - - -	1 "		1 8 -	each	1 8 -	
Glass, crown - - - - -	25 ft. superficial		- - 2	foot	- 4 2	
Hinges, iron butt - - - - - 3 inches	3 pairs		- 8 6½	doz. pair	- 2 1	
Ditto ditto - - - - - 3½ "	2 "		- 9 10	"	- 1 7	
Ditto ditto - - - - - 4 "	1 "		- 11 2	"	- - 11	
Ditto ditto - - - - - 2 "	2 "		- 4 7	"	- - 9	
Ditto chest - - - - - 8 "	1 "		- 5 3	"	- - 5	
Ditto ditto - - - - - 10 "	1 "		- 6 6¾	"	- - 6	
Ditto ditto - - - - - 16 "	1 "		- 14 5½	"	- 1 2	
Ditto ditto, cross garnet - 14 "	2 "		- 6 7½	"	- 1 2	
Iron, new angle - - - - -	ewt. 2 1 10		- 11 5	ewt.	1 6 8	
Ditto, bar of sorts above - - ½ inch	0 1 8		- 10 -	"	- 3 2	
Ditto, plate - - - - -	31 2 24		- 11 5	"	18 2 1	
Knobs, wood - - - - - 1½ inch	6 No.		- 1 7½	dozen	- - 10	
Hasps, iron - - - - -	4 "		- 2 6¾	"	- - 9	
Locks, iron hanging - - - - - 3 inches	5 "		- 1 10½	each	- 9 3	
Ditto - - - - - 2½ "	7 "		- 1 7½	"	- 11 2	
Ditto - stock - - - - - 8 "	3 "		- 3 4¾	"	- 10 3	
Ditto - chest - - - - - 3 "	1 "		- 1 9	"	- 1 9	
Ditto - - - - - 3½ "	2 "		- 2 -	"	- 4 -	
Ditto - desk - - - - - 3½ "	1 "		- 2 -	"	- 2 -	
Nails, iron, roseheads, fine - 3 "	ewt. 0 0 14		1 5 11½	ewt.	- 3 3	
Ditto - ditto - - - - - 2 "	0 0 14		2 1 -	"	- 5 1	
Ditto - ditto - - - - - 2½ "	0 0 24		1 3 -	"	- 4 11	
Ditto - ditto - - - - - 3 "	0 0 13		- 17 5	"	- 2 -	
Ditto - dieheads - - - - - 2 "	0 0 18		2 4 5¾	"	- 7 1	
Ditto - roseheads - - - - - 3½ "	0 0 5		1 - 2¼	"	- - 11	
Rivets, iron - - - - -	0 2 15		1 16 8	"	1 3 3	
Screws, iron - - - - - 3 "	48 No.		- - 4¾	dozen	- 1 7	
Ditto - - - - - 1½ "	20 "		- - 1½	"	- - 2	
Ditto - - - - - 1 "	50 "		- - ¾	"	- - 3	
Ditto - - - - - ¾ "	54 "		- - ¾	"	- - 3	
Sash frames, wood - - - - -	1 "		- 2 6	each	- 2 6	
Deals, spruce, rough - - - - - 1½ "	423 ft. run		- 14 8	100 feet	3 2 -	
Elm board - - - - - 1½ "	36 ft. superficial		- - 5	foot	- 15 -	
Carried forward - - - - -			£.		30 2 3	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	30 2 3	
<i>Chests, Cupboards, &c., for the Preservation of Stores—continued.</i>					
Elm board, rough - - - 1½ inches	22 feet sup.	- - 4	foot	- 7 4	
Fir, Riga, board - - - 1½ "	212 "	- - 3	"	2 13 -	
Fir, yellow pine, plank - - - 4 "	36 "	- - 10	"	1 10 -	
Ditto - board - - - 1½ "	201 "	- - 3½	"	2 18 7	
Ditto ditto - - - 1 inch	284 "	- - 2½	"	2 19 1	
Ditto ditto - - - ¾ "	135 "	- - 2	"	1 2 6	
					41 12 9
Hinges, iron, cross garnet - - - 14 "	1 pair	- 6 7½	doz. pair	- - 6	
Iron, new, plate - - - - -	cwt. 15 1 20	- 11 5	cwt.	8 16 1	
					8 16 7
Expense of Workmanship:				£.	32 16 2
Boys - - - - -	5 days	- 1 9	day of 10 hours.	- 8 9	
Ditto - - - - -	3 "	- 1 6	"	- 4 6	
Hammermen - - - - -	15 "	- 4 -	"	3 - -	
Labourers - - - - -	5 "	- 2 6	"	- 12 6	
Riveters - - - - -	6 "	- 4 6	"	1 7 -	
Shipwrights - - - - -	10 "	- 5 2	"	2 11 8	
					8 4 5
				£.	41 - 7
<i>Cranes, Capstans, Crabs, Winches, &c.</i>					
Blocks, iron, treble - - - - -	{ 3 No. 4 2 16 } cwt. 0 0 13¾	1 7 5½	cwt.	6 7 5	
Ditto - single - - - - -	{ 1 No. 13¾ } cwt. 0 0 0½	- - 7½	lb.	- 8 7	
Bolts and nuts, iron - - - - -	cwt. 0 0 0½	1 17 8¾	cwt.	- - 2	
Ditto - ditto - - - - -	" 0 0 9½	1 10 10	"	- 2 7	
Brushes, tar - - - - -	1 No.	- 11 7	doz.	- 1 -	
Ditto, tube wire handles - - - - -	1 No.	1 3 3	"	- 1 11	
Chain, iron rigging - - - - ½ inch	cwt. 0 0 17	2 - -	cwt.	- 6 1	
Ditto ditto - - - - ½ "	" 1 0 20	1 2 -	"	1 5 11	
Ditto ditto - - - - ½ "	" 3 2 4	- 18 4½	"	3 5 -	
Castings, metal - - - - -	" 1 1 0	- - 9¾	lb.	5 13 9	
Ditto, iron, flask - - - - -	" 132 3 1	- 10 3	cwt.	68 - 9	
Ditto loam - - - - -	" 2 3 0	- 14 -	"	1 18 6	
Canvas, new, No. 3. - - - - -	1 yd.	- 1 2	yard	- 1 2	
Cocks, brass - - - - -	1 No. - ¾ lb.	- 1 6½	lb.	- 1 2	
Crabs, double purchase - - - - -	2 No.	1 10 -	each	43 - -	
Forgings, iron, common - - - - -	cwt. 0 2 2	- - 2½	lb.	- 10 11	
Ditto - plain - - - - -	" 14 3 19	- - 3¾	"	26 2 3	
Ditto - middling - - - - -	" 0 2 12	2 4 2	cwt.	1 6 10	
Ditto - extra - - - - -	" 0 0 16	- - 7½	lb.	- 10 -	
Ditto - steel - - - - -	" 0 0 2	- - 11	"	- 1 10	
Iron, new, plate - - - - -	" 4 2 27	- 11 5	cwt.	2 14 1	
Ditto bar, of sorts above ½ inch	" 7 0 10	- 10 -	"	3 10 10	
Red Lead, dry - - - - -	" 0 1 0	1 3 6	"	- 5 10	
Lead, milled - - - - -	" 0 1 18	1 2 -	"	- 9 -	
Nails, iron, port - - - - 4 inches	" 0 0 12	1 1 7	"	- 2 4	
Ditto, riband - - - - - 6 "	" 0 0 8	- 17 3	"	- 1 3	
Ditto, roseheads - - - - - 5 "	" 0 0 7	- 18 10½	"	- 1 2	
Ditto, squarehead - - - - - 7 "	" 0 0 20	- 17 3	"	- 3 1	
Paint, white, mixed - - - - -	" 0 1 0	1 6 6	"	- 6 8	
Screws, iron, coach - - - - -	" 0 0 23	- - 2½	lb.	- 4 9	
Spirits of turpentine - - - - -	½ gallon	- 3 1	gallon	- 1 6	
Spanners, brass - - - - -	1 No. - ¼ lb.	- 1 8¾	lb.	- - 5	
Spun yarn, white - - - - -	cwt. 0 2 0	2 8 -	cwt.	1 4 -	
Tar, mineral - - - - -	1 gallon	- - 1½	gallon	- - 2	
Tubing, gutta percha - - - - -	15 feet - 4 lbs.	- 1 7½	lb.	- 6 6	
Ditto, india rubber - - - - -	25 " - 5 "	- 5 2¾	"	1 6 1	
Ditto ditto - - - - -	" 5 0 2	- 1 7½	"	- 3 3	
Wire, copper - - - - -	cwt. 0 0 19	- - 9¾	"	- 15 5	
Carried forward - - - - -			£.	171 2 2	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*cont^d*.

Description of Material or Workmanship Performed.		Quantity.	Rate.			Per	Amount.	TOTAL.
			£.	s.	d.		£. s. d.	£. s. d.
Brought forward - - -		- - -	-	-	-	-	171 2 2	
<i>Cranes, Capstans, Crabs, Winches, &c.—continued.</i>								
Wire, iron - - - - -		cwt. 0 0 1½	-	-	1½	lb.	- - 2	
General expenditure, smiths - - -		- - -	-	-	-	-	- 2 6	
" " millwrights - - -		- - -	-	-	-	-	- 1 1	171 5 11
<i>Chain, iron rigging, 9/16 ins. repairable, Returned</i>		" 0 3 24	-	14	8	cwt.	- 14 1	
<i>Iron, old cast - - - - -</i>		" 27 0 0	2	10	-	ton.	3 7 6	
<i>Tubing, gutta percha - - - - -</i>		15 ft. 3½ lbs.	-	1	7½	lb.	- 5 8	4 7 3
Expense of Workmanship :		Days. Extra hours.					£.	166 18 8
Angle, iron, smiths - - - - -		1 -	-	6	6	day of 10 hours.	- 6 6	
Boys - - - - -		3 -	-	2	-	"	- 6 -	
" - - - - -		12 -	-	1	9	"	1 1 -	
" - - - - -		10 -	-	1	4	"	- 13 4	
Chippers - - - - -		9½ -	-	5	6	"	2 12 3	
" - - - - -		66 -	-	5	-	"	16 10 -	
Hammermen - - - - -		82½ ½	-	4	-	"	16 10 3	
Holders up - - - - -		7 -	-	4	-	"	1 8 -	
Labourers - - - - -		13 -	-	3	-	"	1 19 -	
" - - - - -		7½ -	-	2	6	"	- 18 9	
Machinemen - - - - -		63 -	-	6	-	"	18 18 -	
Riveters - - - - -		197½ -	-	5	6	"	54 6 3	
" - - - - -		41 -	-	5	-	"	10 5 -	
Shipwrights - - - - -		2 -	-	5	2	"	- 10 4	
Smiths - - - - -		41½ -	-	5	-	"	10 7 6	
Dockyard Men.	Labourers, leading men - - - - -	2 -	-	3	6	"	- 7 -	
	" - - - - -	9½ -	-	2	3	ordinary time.	1 1 5	
	" - - - - -	74 -	-	2	2	"	8 - 4	
	Millwrights - - - - -	3 -	-	5	2	"	- 15 3	
	Shipwrights - - - - -	3 -	-	4	6	day of 10 hours.	- 13 6	
General expenditure, millwrights - - -		- - -	-	-	-	ordinary time.	- 1 11	
" " smiths - - - - -		- - -	-	-	-	-	- 1 1	147 12 11
							£.	314 11 7
<i>Carts, Waggons, Burrows, &c.</i>								
Bolts and nuts, iron - - - - -		cwt. 0 0 20	1	10	10	cwt.	- 5 8	
Castings, iron flask - - - - -		" 10 2 12	-	10	3	"	5 8 6	
Forgings " plain - - - - -		" 7 3 23	-	-	3½	lb.	13 18 6	
Iron, new angle - - - - -		" 42 3 23	-	11	5	cwt.	24 10 3	
" " bar of sorts above ½ inch - - -		" 19 3 19	-	10	-	"	9 19 2	
" " plate - - - - -		" 9 3 8	-	11	5	"	5 12 1	
Trucks, hand, wood - - - - -		2 No.	1	5	6	each	2 11 -	62 5 2
Expense of Workmanship :								
Angle, iron, smiths - - - - -		27 days	-	6	6	day of 10 hours.	8 15 6	
Boys - - - - -		6 "	-	1	9	"	- 10 6	
" - - - - -		3 "	-	1	6	"	- 4 6	
Chippers - - - - -		5 "	-	5	-	"	1 5 -	
Hammermen - - - - -		88 "	-	4	-	"	17 12 -	
Holders up - - - - -		9 "	-	4	-	"	1 16 -	
Labourers - - - - -		10½ "	-	3	-	"	1 11 6	
" - - - - -		23 "	-	2	6	"	2 17 6	
Machinemen - - - - -		15 "	-	6	-	"	4 10 -	
Carried forward - - - £.							39 2 6	62 5 2

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*cont.*

Description of Material or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£ s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	39 2 6	62 5 2
<i>Carts, Waggon, Barrows, &c.—continued.</i>					
<i>Expense of Workmanship.—continued.</i>					
Riveters - - - - -	30 days	- 5 6	day of 10 hours.	8 5 -	
Ditto - - - - -	37 "	- 5 -	"	9 5 -	
Smiths - - - - -	12½ "	- 5 -	"	3 2 6	59 15 -
				£.	122 - 2
<i>Fire Engines, Buckets, Hoses, &c.</i>					
Buckets, fire-wood - - - - -	16 No.	- 1 2	each	- 18 8	
Engine fire ship, complete - - - - -	1 "	20 - -	"	20 - -	
Pump, hand, copper - - - - -	1 "	- 12 -	"	- 12 -	
Tubs, bearing - - - - -	3 "	- 3 8	"	- 11 -	22 1 8
<i>Making and Erecting New Machinery.</i>					
Iron, new plate - - - - -	cwt. 58 3 15	- 11 5	cwt.	33 12 3	
Ditto angle - - - - -	" 33 3 8	- 11 5	"	19 6 1	
Ditto bar of sorts above ½ inch - - - - -	" 84 0 11	- 10 -	"	42 - 7	
Ditto ½ round - - - - -	" 6 2 27	- 11 5	"	- 8 6	
Ditto plate ribbed - - - - -	" 11 1 0	- 14 5	"	8 2 1	
Rivets, iron - - - - -	" 0 1 27	1 16 8	"	- 17 11	
Hinges, iron butt - - - - -	3 No.	- 9 10	doz. pair	- 1 2	
Locks, iron hanging - - - - -	1 "	- 1 10½	each	- 1 10	
Bolts and nuts, iron - - - - -	cwt. 0 0 10¼	1 17 8½	cwt.	- 3 5	
Cocks, brass, small - - - - -	1 No. 7 oz.	- 1 8½	lb.	- - 9	
Glue - - - - -	4 lbs.	- - 5¼	"	- 1 9	
Glass on cloth - - - - -	12 sheets	- - 11	quire	- - 5	
Forgings, iron, common - - - - -	cwt. 0 3 3	- - 2½	lbs.	- 16 4	
Ditto ditto plain - - - - -	23 3 10	- - 3½	"	41 14 4	
Ditto ditto middling - - - - -	1 0 5	2 4 2	cwt.	2 6 1	
Ditto ditto extra - - - - -	0 2 7	- - 7½	lb.	1 19 5	
Screws, iron coach - - - - -	6 No.	- 2 6½	gross	- - 1	
Steel, cast - - - - -	cwt. 1 2 18	1 13 8	cwt.	2 15 11	
Paint, mixed, black - - - - -	0 2 13	- 17 -	"	- 10 5	
Linharge - - - - -	0 0 24	1 6 -	"	- 5 7	
Oil, linseed - - - - -	3½ gallon	- 2 3½	gallon	- 7 8	
Screws, iron coach - - - - -	11½ lbs.	- - 2½	lb.	- 2 5	
Washers, iron - - - - -	½ lb.	1 2 3½	cwt.	- - 1	
Hydraulic pressure gauge - - - - -	1 No.	7 2 -	each	7 2 -	
Ditto pipe iron - - - - -	25 feet	- 1 -	foot	1 5 -	
Bolts and nuts, iron - - - - -	cwt. 0 0 12½	1 10 10	cwt.	- 3 5	
Nails, iron dieheads - - - - -	0 0 4	2 4 5	"	- 1 7	
Ditto ditto - - - - -	1½ inch	0 0 2	"	- 1 3	
Castings, metal - - - - -	0 2 10½	- - 10½	lb.	2 16 8	
Lubricators, brass - - - - -	2 No. 3½ lbs.	- 2 4½	"	- 7 8	
Screws, iron, coach - - - - -	4½ lbs.	- - 3½	"	- 1 6	
Ditto ditto - - - - -	18 No.	- - 10½	doz.	- 1 4	
Lathe, complete - - - - -	1 "	40 - -	each	40 - -	
Chains, spare - - - - -	6 No.	- 5 -	"	1 10 -	
Screws, iron - - - - -	84 No.	- - 7½	doz.	- 4 6	
Emery on cloth - - - - -	12 sheets	- 1 -	quire	- - 6	
Plates, straightening, cast iron - - - - -	8 No.	- - -	-	602 7 2	
Castings, iron flask - - - - -	cwt. 41 3 18	- 10 3	cwt.	21 9 8	
Cedar, plank - - - - -	69 ft. superficial	- 1 1	foot	3 14 9	
Ditto board - - - - -	1½ inches	- - 10	"	1 15 -	
Ditto ditto - - - - -	1 inch	- - 7	"	1 19 8	
Fir, Riga, ditto - - - - -	1¼ inch	- - 2½	"	- 6 8	
Ditto, yellow pine board - - - - -	¾ inch	- - 2	"	- 12 6	
Ditto ditto rough - - - - -	1½ inch	- - 3½	"	- 6 5	
General expenditure - - - - -	Millwrights - - - - -	- - -	- - -	- - 5	
" " - - - - -	Joiners - - - - -	- - -	- - -	- 1 4	
" " - - - - -	Smiths - - - - -	- - -	- - -	- 2 -	
Carried forward - - -				£. 842 6 1	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard in building H.M.S. "Achilles"—*contd.*

Description of Material or Workmanship Performed.	Quantity.	Rate.			Per	Amount.			TOTAL.		
		£.	s.	d.		£.	s.	d.	£.	s.	d.
Brought forward - - -	- - -	-	-	-	-	842	6	1			
<i>Making and Erecting New Machinery—continued.</i>											
Cedar board - - - - $\frac{3}{4}$ inch	12 ft. sup.	-	-	5 $\frac{1}{2}$	foot	-	5	6			
Ditto plank - - - - $2\frac{1}{2}$ "	9 "	-	1	4	"	-	12	-			
Ditto ditto - - - - 3 "	15 "	-	1	7	"	1	3	9			
Ditto ditto - - - - 4 "	4 "	-	2	1	"	-	8	4			
Fir, yellow pine plank, rough	50 "	-	-	6	"	1	5	-			
Ditto - ditto - ditto - $2\frac{1}{2}$ "	43 "	-	-	5 $\frac{1}{4}$	"	-	18	10			
Ditto - ditto - ditto - 2 "	16 "	-	-	4 $\frac{1}{2}$	"	-	6	-			
									847	5	6
Expense of Workmanship :											
Angle-iron smiths - - - - -	1 day	-	6	6	day of 10 hours.	-	6	6			
Boys - - - - -	8 days	-	2	-	"	-	16	-			
Ditto - - - - -	11 "	-	1	9	"	-	19	3			
Ditto - - - - -	2 "	-	1	6	"	-	3	-			
Ditto - - - - -	64 "	-	1	4	"	4	5	4			
Chippers - - - - -	110 "	-	5	-	"	27	10	-			
Hammermen - - - - -	206 $\frac{1}{2}$ days $\frac{3}{4}$ extra hours.	-	4	-	"	41	6	4			
Holders-up - - - - -	63 days	-	4	-	"	12	12	-			
Labourers - - - - -	25 $\frac{1}{2}$ "	-	3	-	"	3	16	6			
Ditto - - - - -	74 $\frac{1}{2}$ "	-	2	6	"	9	6	3			
Machinemen - - - - -	7 "	-	5	6	"	1	18	6			
Ditto - - - - -	44 "	-	6	-	"	13	4	-			
Platers - - - - -	3 "	-	6	6	"	-	19	6			
Ditto - - - - -	2 "	-	6	-	"	-	12	-			
Riveters - - - - -	208 $\frac{1}{2}$ "	-	5	6	"	57	6	9			
Ditto - - - - -	52 "	-	5	-	"	13	-	-			
Ditto - - - - -	1 "	-	4	6	"	-	4	6			
Shipwrights - - - - -	7 "	-	5	2	"	1	16	2			
Smiths - - - - -	68 $\frac{1}{2}$ days $1\frac{1}{4}$ extra hours.	-	5	-	"	17	3	3			
Joiners - - - - -	31 $\frac{1}{2}$ days	-	3	10	day, ordinary time.	6	-	9			
Labourers, leading men - - -	27 $\frac{1}{2}$ "	-	3	6	"	4	16	3			
Ditto - - - - -	108 $\frac{1}{2}$ "	-	2	3	"	12	4	2			
Ditto - - - - -	394 $\frac{1}{2}$ "	-	2	2	"	42	14	9			
Millwrights - - - - -	1 "	-	5	2	day, of 10 hours.	-	5	2			
Dockyard Men. Painters - - - - -	2 "	-	3	10	day, ordinary time.	-	7	8			
Sailmakers - - - - -	12 "	-	3	10	"	2	6	-			
Shipwrights - - - - -	21 "	-	4	6	"	4	14	6			
Smiths, single firemen - - -	1 "	-	4	10	day of 10 hours.	-	4	10			
Ditto hammermen - - - - -	1 "	-	4	4	"	-	4	4			
Ditto apprentice - - - - -	$\frac{1}{2}$ "	-	2	4	"	-	1	2			
Teams - for one horse - - -	3 "	-	2	7 $\frac{1}{2}$	day, ordinary time.	-	7	10			
General expenditure, Joiners - - -	- - -	-	-	-	-	-	5	5			
Ditto - Millwrights - - - - -	- - -	-	-	-	-	-	-	3			
Ditto - Painters - - - - -	- - -	-	-	-	-	-	-	4			
Ditto - Sailmakers - - - - -	- - -	-	-	-	-	-	9	7			
Ditto - Smiths - - - - -	- - -	-	-	-	-	-	-	11			
									282	9	9
						£.			1,129	15	3
<i>Repairing and Fitting Moveable Plant.</i>											
Bolts and nuts, iron - - - - -	cwt. 0 0 24	1	10	10	cwt.	-	6	6			
Ditto - ditto - - - - -	" 0 2 10	1	7	5 $\frac{3}{4}$	"	-	16	3			
Blanks, iron, under 5 cwt. - - -	" 1 1 0	1	-	-	"	1	5	-			
Chain, iron, rigging - - - - $\frac{3}{8}$ inch	" 0 1 22	1	5	1	"	-	11	2			
Carried forward - - - - -					£.	2	18	11			

Appendix No. 1—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard in building H.M.S. "Achilles"—*cont^d*.

Description of Material or Workmanship Performed.		Quantity.	Rate.			Per	Amount.			TOTAL.
			£.	s.	d.		£.	s.	d.	£. s. d.
Brought forward - - -		- - -	-	-	-	-	-	-	-	686 10 2
<i>Repairing and Fitting Moveable Plant—</i> continued.										
Expense of Workmanship:		Days.	Extra Hours.							
Angle Iron Smiths - - - - -		5			- 6 6	day of 10 hours.	1	12	6	
Boys - - - - -		10			- 1 9	"	-	17	6	
Ditto - - - - -		20			- 1 4	"	1	6	8	
Chippers - - - - -		24			- 5 6	"	6	12	-	
Ditto - - - - -		93			- 5 -	"	23	5	-	
Ditto - - - - -		7			- 4 -	"	1	8	-	
Hammermen - - - - -		130	6½		- 4 -	"	26	-	3	
Holders-up - - - - -		36½			- 4 -	"	7	6	-	
Labourers - - - - -		18			- 3 -	"	2	14	-	
Ditto - - - - -		118			- 2 6	"	14	15	-	
Machinemen - - - - -		127	8¾		- 6 -	"	38	7	10	
Ditto - - - - -		4	¾		- 5 6	"	1	2	6	
Platers - - - - -		1			- 6 6	"	-	6	6	
Riveters - - - - -		194			- 5 6	"	53	7	-	
Ditto - - - - -		31			- 5 -	"	7	15	-	
Ditto - - - - -		31½			- 4 6	"	7	1	9	
Shipwrights - - - - -		10			- 5 2	"	2	11	8	
Smiths - - - - -		6			- 5 6	"	1	13	-	
Ditto - - - - -		44	½		- 5 -	"	11	-	4	
Boilermakers, Leading Men - - - - -		11	106½		- 6 8	"	8	8	10	
Ditto - - - - -		64	397		- 5 8	"	34	5	1	
Boys - - - - -		33	190½		- 1 4	"	5	3	3	
Ditto - - - - -		11			- 1 2	"	-	3	8	
Ditto - - - - -		11			- 1 -	"	-	3	3	
Engine-keepers - - - - -		1	146½		- 4 4	"	4	19	1	
Ditto - - - - -			55½		- 4 -	"	1	14	4	
Fitters - - - - -		6	11		- 5 2	"	1	19	3	
Ditto - - - - -		5	17		- 5 -	"	1	16	11	
Assistant Fitters - - - - -			17		- 3 6	"	-	9	1	
Helpers - - - - -			14½		- 4 -	"	-	9	1	
Holders-up - - - - -		2	46		- 4 -	"	1	15	3	
Joiners, Leading Men - - - - -		1			- 4 10	ordinary time.	-	4	10	
Ditto - - - - -		13			- 3 10	"	2	9	10	
Labourers, Single Stationed - - - - -			78½		- 2 6	"	1	18	10	
Ditto - - - - -		5			- 2 3	"	-	11	3	
Ditto - Single Stationed - - - - -		47½			- 3 6	day of 10 hours.	8	6	3	
Ditto - Single Stationed - - - - -			11		- 3 -	"	-	5	6	
Ditto - - - - -		47½	285½		- 3 -	"	14	-	10	
Ditto - - - - -		48	288½		- 2 6	"	12	13	9	
Millwrights, Leading Men - - - - -			46½		- 8 -	"	2	10	6	
Ditto - Ditto - - - - -			59½		- 7 -	"	2	16	3	
Ditto - - - - -		10	17		- 5 6	"	3	7	8	
Ditto - - - - -		174	312½		- 5 2	"	56	8	11	
Ditto, Smiths - - - - -			25½		- 5 2	"	-	18	7	
Metal Turners - - - - -		10			- 5 6	"	2	15	-	
Ditto - - - - -		22			- 5 2	"	5	13	8	
Painters - - - - -		1			- 3 10	ordinary time.	-	3	10	
Smiths, Anchor Firemen - - - - -		2½			- 6 4	day of 10 hours.	-	15	10	
Ditto - Apprentice - - - - -		1½			- 2 4	"	-	3	6	
Ditto - Hammermen - - - - -		6½	36½		- 3 9	"	2	5	2	
Ditto - Single Firemen - - - - -		4½			- 4 10	"	1	1	9	
Stokers - - - - -			15		- 3 6	"	-	8	9	
Stokers - - - - -			7		- 3 -	"	-	3	6	
General Expenditure, Joiners - - - - -		-	-		-	"	-	2	6	
Ditto - - - - Millwrights - - - - -		-	-		-	"	7	9	6	
Ditto - - - - Painters - - - - -		-	-		-	"	-	-	1	
Ditto - - - - Smiths - - - - -		-	-		-	"	-	14	4	
										399 - -
										£. 1,085 10 2

Appendix No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard in building H. M. S. "Achilles"—*contd.*

Description of Material or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
<i>Draughtsmen in Master Shipwright's Department.</i>					
Shipwright's Apprentices - - - -	17 days	- 2 4	day of 10 hours.	1 19 8	1 19 8
<i>Wages of Apprentices while attending School.</i>					
Caulker's Apprentices - - - -	5 "	- - 10	day of 10 hours.	- 4 2	
Shipwright's ditto - - - -	22 "	- 1 6	"	1 13 -	
Ditto - ditto (including board wages for six days 2 s.) - - - -	140½ "	- 1 2	"	8 3 -	
Ditto - ditto - - - -	56 "	- - 10	"	2 6 8	
Ditto - ditto - - - -	52 "	- - 7	"	1 10 2	13 17 -
<i>Allowances to Artificers for Teaching Apprentices their Trades.</i>					
Caulkers - - - - -	223 days	- - 4	day	3 14 4	
Shipwrights - - - - -	3,279½ "	- - 4	"	54 13 2	58 7 6
<i>Allowances for Hurts.</i>					
Angle Iron-Smiths - - - - -	12 days	- 3 3	day	1 19 -	
Ditto - ditto - - - - -	5½ "	- 3 -	"	- 16 6	
Boys - - - - -	21 "	- 1 -	"	1 1 -	
Ditto - - - - -	32 "	- - 10½	"	1 8 1	
Ditto - - - - -	12½ "	- - 9	"	- 9 5	
Ditto - - - - -	170½ "	- - 8	"	5 13 8	
Chippers - - - - -	11½ "	- 2 9	"	1 11 8	
Ditto - - - - -	70½ "	- 2 6	"	8 16 3	
Ditto - - - - -	31½ "	- 2 3	"	3 11 -	
Ditto - - - - -	6 "	- 2 -	"	- 12 -	
Furnacemen - - - - -	12 "	- 2 6	"	1 10 -	
Hammermen - - - - -	386½ "	- 2 -	"	32 13 -	
Holders-up - - - - -	331½ "	- 2 -	"	33 3 -	
Labourers - - - - -	281½ "	- 1 6	"	21 2 3	
Ditto - - - - -	830½ "	- 1 3	"	51 18 6	
Platers - - - - -	16 "	- 3 6	"	2 16 -	
Riveters - - - - -	37 "	- 2 9	"	5 1 9	
Ditto - - - - -	93 "	- 2 6	"	11 12 6	
Ditto - - - - -	31 "	- 2 3	"	3 9 9	
Shipwrights - - - - -	496 "	- 2 7	"	64 1 10	
Ditto - - - - -	6 "	- 2 3	"	- 13 6	
Ditto Apprentices, Board Wages, while sick -	7 "	- 1 2	"	- 10 6	
Ditto - ditto - - - - -	4½ "	- - 7	"	- 2 8	
Smiths - - - - -	15½ "	- 2 6	"	1 18 9	
Ditto - - - - -	4 "	- 2 5	"	- 9 8	263 2 3
<i>Allowances for Holidays.</i>					
Angle Iron Smiths, Leading Men - - - -	5 days	- 7 6	day	1 17 6	
Ditto - ditto - - - - -	3 "	- 7 6	"	1 2 6	
Ditto - ditto - - - - -	39 "	- 6 6	"	12 13 6	
Ditto - ditto - - - - -	16½ "	- 6 -	"	4 19 -	
Ditto - ditto - - - - -	8½ "	- 5 6	"	2 6 9	
Boys - - - - -	73½ "	- 2 -	"	7 7 -	
Ditto - - - - -	78½ "	- 1 9	"	6 17 5	
Ditto - - - - -	61½ "	- 1 6	"	4 12 3	
Ditto - - - - -	428 "	- 1 4	"	28 10 8	
Caulkers Leading Men - - - - -	1 "	- 6 4	"	- 6 4	
Ditto - - - - -	20 "	- 5 2	"	5 3 4	
Ditto Apprentice - - - - -	1 "	- 1 6	"	- 1 6	
Chippers - - - - -	64½ "	- 5 -	"	16 2 6	
Ditto - - - - -	103 "	- 4 6	"	23 3 6	
Ditto - - - - -	53½ "	- 4 -	"	10 14 -	
Engine-keepers - - - - -	2 "	- 4 4	"	- 8 8	
Carried forward - - - -	-	-	-	126 6 5	

Appendix No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard in building H.M.S. "Achilles"—*contd.*

Description of Material or Workmanship Performed.		Quantity.	Rate.			Per	Amount.			TOTAL.
			£.	s.	d.		£.	s.	d.	£. s. d.
Brought forward - - -		- - -	-	-	-	-	126	6	5	
<i>Allowances for Holidays—continued.</i>										
Engine-keepers - - - - -	6 days		-	3	8	day	1	2	-	
Furnacemen - - - - -	4½ "		-	6	-	"	1	7	-	
Ditto - - - - -	16 "		-	5	-	"	4	-	-	
Hammermen - - - - -	859 "		-	4	-	"	171	16	-	
Holders-up - - - - -	310 "		-	4	-	"	62	-	-	
Labourers, Leading Men - - -	8½ "		-	4	-	"	1	14	-	
Ditto - - - - -	303½ "		-	3	-	"	45	10	6	
Ditto - - - - -	977 "		-	2	6	"	122	2	6	
Machinemen, Leading Men - - -	6 "		-	12	-	"	3	12	-	
Ditto - ditto - - - - -	½ "		-	8	-	"	-	4	-	
Ditto - ditto - - - - -	1½ "		-	7	6	"	-	11	3	
Ditto - - - - -	16½ "		-	6	-	"	4	19	-	
Ditto - - - - -	1½ "		-	5	6	"	-	8	3	
Oakum Boys - - - - -	1 "		-	1	2	"	-	1	2	
Platers, Leading Men - - - - -	8 "		-	10	-	"	4	-	-	
Ditto - ditto - - - - -	3 "		-	8	6	"	1	5	6	
Ditto - ditto - - - - -	3 "		-	8	-	"	1	4	-	
Ditto - - - - -	9 "		-	7	-	"	3	3	-	
Ditto - - - - -	5½ "		-	6	6	"	1	15	9	
Ditto - - - - -	24½ "		-	6	-	"	7	7	-	
Ditto - - - - -	2 "		-	5	6	"	-	11	-	
Riveters - - - - -	61½ "		-	5	6	"	16	18	3	
Ditto - - - - -	133½ "		-	5	-	"	33	7	6	
Ditto - - - - -	55½ "		-	4	6	"	12	9	9	
Shipwrights, Leading Men - - -	46½ "		-	6	4	"	14	14	6	
Ditto - - - - -	1,120½ "		-	5	2	"	289	7	11	
Ditto - - - Apprentice - - - -	13 "		-	2	4	"	1	10	4	
Ditto - - - ditto - - - - -	5 "		-	2	-	"	-	10	-	
Ditto - - - ditto - - - - -	12½ "		-	1	9	"	1	1	10	
Ditto - - - ditto - - - - -	18½ "		-	1	6	"	1	7	9	
Ditto - - - including Board Wages, 4 Days, 1s. 4d. - - - - -	37 "		-	1	2	"	2	4	6	
Ditto - - - ditto - - - - -	24½ "		-	-	10	"	1	-	5	
Ditto - - - ditto - - - - -	16½ "		-	-	7	"	-	9	7	
Smiths - - - - -	6½ "		-	5	6	"	1	15	9	
Ditto - - - - -	51½ "		-	5	-	"	12	17	6	
Ditto - - - - -	31 "		-	4	-	"	7	9	10	
Dockyard Men.	Enginekeepers - - - - -	7 "	-	4	4	"	1	10	4	
	Ditto - - - - -	1 "	-	3	8	"	-	3	8	
	Labourers, Leading Men - - -	1 "	-	3	6	"	-	3	6	
	Ditto - - - - -	38 "	-	2	2	"	4	2	4	
	Millwrights - - - - -	1 "	-	5	2	"	-	5	2	
	Shipwrights - - - - -	1 "	-	4	6	"	-	4	6	
Dockyard Men.	Writer - - - - -	8½ "	-	7	-	"	2	19	6	
	Enginekeeper - - - - -	2 "	-	4	-	"	-	8	-	
Teams for 1 horse - - - - -	4 "		-	2	7½	"	-	10	5	
										972 13 2
										£. 972 13 2
<i>Fitting up an Office for the use of the Officers, &c. Superintending the Works.</i>										
Fire Irons - - - - -	1 set		-	5	-	set	-	5	-	
Holland, White - - - - -	4 yards		-	2	6	yard	-	10	-	
Inkstands, Metal - - - - -	2 No. 9 lbs.		-	2	11	lb.	1	6	3	
Pulleys, Rack and Catch - - -	4 No.		-	3	3½	doz.	-	1	1	
Ditto - Roller for Blinds - - -	3 sets		-	1	1	set	-	3	3	
Screws, Iron, Gilthead, ¾ ins.	36 No.		-	-	1½	doz.	-	-	4	
Stools, Office - - - - -	2 "		-	12	-	each	1	4	-	
Strips, Copper Tinned - - - - -	19½ lbs.		-	1	2	lb.	1	2	9	
Table, Writing Mahogany - - -	1 No.		1	9	4	each	1	9	4	
General Expenditure, Joiners - -	- - -		-	-	-	-	-	-	8	
										6 2 8
Carried forward - - -		- - -	-	-	-	-	-	-	-	6 2 8

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard in building H.M.S. "Achilles"—*contd.*

Description of Material or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	- - -	6 2 8
<i>Fitting up an Office, &c.—continued.</i>					
Expense of Workmanship:					
Joiners, Leading men - Dockyardmen - -	2 days	- 4 10	day,	- 9 8	
Ditto - - - - - ditto - -	40 "	- 3 10	ordinary	7 13 4	
			time.		
Ditto Apprentice - - ditto - -	6 days	6 - -	day	- 3 -	
General Expenditure, Joiners - - -	- - -	- - -	ditto	- 8 8	
					8 14 8
				£.	14 17 4
<i>Sweeping Chimneys and Flues:</i>					
Expense of Workmanship.					
Labourers - - - Dockyardmen - -	17½ extra hours	- 2 4	day,	- 7 8	
			ordinary		- 7 8
			time.		
<i>Clearing the Dock of Sullage:</i>					
Baskets, Prickle - - - - -	6 No.	1 2 2½	dozen	- 11 1	
Brooms, Birch, without handles, small - -	48 "	- 2 6	"	- 10 -	
					1 1 1
Expense of Workmanship:					
Boys - - - - -	6 days	- 1 6	day of 10	- 9 -	
			hours.		
Ditto - - - - -	2 "	- 1 4	"	- 2 8	
Labourers - - - - -	1 day	- 3 -	"	- 3 -	
Ditto - - - - -	584 days	- 2 6	"	73 - -	
					73 14 8
				£.	74 15 9
<i>Delivering rejected Stores to Contractors:</i>					
Labourers, Leading men - Dockyardmen -	3 days	- 3 6	day,	- 10 6	
			ordinary		
Ditto - - - - - Ditto - -	96 "	- 2 2	"	10 8 -	
					10 18 6
<i>Workmen's Wages attending Examination for Promotion:</i>					
Shipwrights, Leading men - - - -	5½ days	- 6 4	day of 10	1 14 10	
			hours.		
Ditto - - - - -	8 "	- 5 2	"	2 1 4	
					3 16 2
<i>Shores, Spauls, Stage Deals and Wedges:</i>					
Nails, Iron Port - - - - - 5 ins.	cwt. 0 2 14	1 1 7½	cwt.	- 13 5	
Ditto - Riband - - - - - 6 "	" 0 0 27	- 17 3½	"	- 4 2	
Ditto - ditto - - - - - 8 "	" 1 3 10	- 17 3½	"	1 11 10	
Ditto - Rosehead - - - - - 2½ "	" 0 0 18	1 3 -	"	- 3 8	
Ditto - ditto - - - - - 3 "	" 0 0 6	- 17 5¾	"	- - 11	
Ditto - ditto - - - - - 4 "	" 0 2 18	- 18 10½	"	- 12 4	
Ditto - ditto - - - - - 4½ "	" 0 1 0	- 18 10½	"	- 4 8	
Ditto - ditto - - - - - 5 "	" 2 0 2	- 18 10½	"	1 17 10	
Ditto - Diehead - - - - - 5 "	" 0 0 19	1 - 2	"	- 3 4	
Ditto - ditto - - - - - 6 "	" 0 0 10	1 - 2	"	- 1 9	
Ditto - ditto - - - - - 7 "	" 0 1 0	- 18 10	"	- 4 8	
Ditto - Squarehead - - - - - 6 "	" 1 1 7	- 17 3½	"	1 2 8	
Ditto - ditto - - - - - 7 "	" 0 2 14	- 17 3½	"	- 10 10	
Ditto - ditto - - - - - 8 "	" 0 2 0	- 17 3½	"	- 8 8	
Rings, Iron, Clenching - - - - -	" 0 0 4	- - 2¾	lb.	- - 11	
Ditto - - ditto - - - - -	" 0 1 6	- - 2½	"	- 7 1	
Wedges, Beech - - - - -	7,350 No.	- 4 6	100	16 10 9	
Dantzic Deck Deals - - - - - 2 ins.	3,999 feet run	- 9 9	30 feet	64 19 11	
Ditto Hand Masts - - - - - 9½ hands	2 No.	4 6 -	each	8 12 -	
Carried forward - - - -	- - -	- - -	- £.	98 11 5	

Appendix No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard in building H.M.S. "Achilles"—cont^d.

Description of Material or Workmanship Performed.	Quantity.	Rate.	Per.	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	98 11 5	
<i>Shores, Spauls, Stage Deals, and Wedges—continued.</i>					
Elm, English timber - - -	16 ft. cube	- 3 6	foot	2 16 -	
Ditto - ditto - - -	12 "	- 3 4	"	2 - -	
Ditto - plank - - - 4 ins.	70 ft. sup.	- 1 2	"	4 1 8	
Ditto - ditto - - - 3 "	13 "	- - 10	"	- 10 10	
Ditto - ditto - - - 2 "	254 "	- - 7½	"	7 18 6	
Ditto - ditto rough - - - 2 "	42 "	- - 6	"	1 1 -	
Ditto - board - - - 1½ "	120 "	- - 6	"	3 - -	
Ditto - ditto rough - - - 1½ "	30 "	- - 5	"	- 12 6	
Fir, Dantzic baulk - - -	184 ft. cube	3 7 -	load	12 6 4	
Ditto - timber - - -	186 "	- 2 4	foot	21 14 -	
Ditto - ditto - - -	1,540 "	- 2 3	"	173 5 -	
Ditto - ditto - - -	4 "	- 2 2	"	- 8 8	
Ditto - ditto reserved - - -	190 "	- 1 5	"	13 9 2	
Ditto - ditto - - -	70 "	- 1 3	"	4 7 6	
Ditto - plank - - - 2 ins.	310 ft. sup.	- - 4	"	5 3 4	
Fir, red pine baulk - - -	68 ft. cube	4 3 10	load	5 13 11	
Ditto - timber - - -	837 "	- 2 9	foot	115 1 9	
Ditto - ditto - - -	701 "	- 2 8	"	93 9 4	
Ditto - plank - - - 2 ins.	158 ft. sup.	- - 6	"	3 19 -	
Ditto - rough - - - 2 "	16,594 "	- - 4½	"	311 3 11	
Fir, Riga timber - - -	35 ft. cube	- 2 7	"	4 10 5	
Ditto ditto - - -	17 "	- 2 6	"	2 2 6	
Ditto ditto - - -	31 "	- 2 5	"	3 14 11	
Ditto ditto - - -	8 "	- 2 3	"	- 18 -	
Ditto ditto old - - -	30 "	- - 7¾	"	- 19 4	
Ditto ditto ditto - - -	155 "	- - 7½	"	4 16 9	
Ditto ditto ditto - - -	22 "	- - 7¼	"	- 13 3	
Ditto plank - - - 3 ins.	21 ft. sup.	- - 5½	"	- 9 7	
Ditto ditto - - - 2 "	2,113 "	- - 4	"	35 4 4	
Fir, pitch pine timber - - -	27 ft. cube	- 2 5	"	3 5 3	
Ditto - ditto reserved - - -	8 "	- 1 2	"	- 9 4	
Fir, yellow ditto old - - -	125 "	- - 8½	"	4 5 11	
Fir, pitch pine plank - - - 4 ins.	77 ft. sup.	- - 9	"	2 17 9	
Fir, yellow ditto - - - 2 "	7 "	- - 6	"	- 3 6	
Greenheart timber - - -	66 ft. cube	- 7 1	"	23 7 6	
Ditto - ditto - - -	95 "	- 6 9	"	32 1 3	
Ditto - ditto - - -	13 "	- 6 5	"	4 3 5	
Ditto thickstuff - - - 7½ ins.	9 "	- 6 9	"	3 - 9	
Mahogany, Honduras board - - - 1½ "	5 ft. sup.	- - 10	"	- 4 2	
Oak, English timber - - -	11 ft. cube	- 7 6	"	4 2 6	
Oak, Italian ditto - - -	51 "	- 6 6	"	16 11 6	
Ditto - ditto - - -	16 "	- 5 11	"	4 14 8	
Ditto - ditto - - -	2 "	- 5 5	"	- 10 10	
Oak, Sardinian timber - - -	78 "	- 7 5	"	28 18 6	
Ditto - ditto - - -	8 "	- 6 9	"	2 14 -	
Teak plank - - - 2 ins.	20 ft. sup.	- 1 3	"	1 5 -	
Spars, barling - - -	90 No.	- 4 10	each	21 15 -	
Ditto, cant - - -	125 "	- 6 6	"	40 12 6	
Treenails, English oak - - -	60 "	4 5 -	M.	- 5 8	1,129 11 11
Expense of Workmanship:					
Labourers - - -	3 days	- 3 -	day of 10 h.	- 9 -	
Ditto - - -	14 "	- 2 6	"	1 15 -	
					2 4 -
				£.	1,131 15 11

Appendix No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard in building H. M. S. "Achilles"—*contd.*

Description of Material or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
<i>Stores issued to Workmen on Loan, and Repairing the Same.</i>		£. s. d.		£. s. d.	£. s. d.
<i>Issues :</i>					
Anvils, iron - - - - -	{ 1 No. cwt. 3 1 0 }	- 6 -	cwt.	- 19 6	
Awls, brad - - - - -	3 No.	- - 4 $\frac{1}{4}$	doz.	- - 2	
Ditto - shoemakers - - - - -	6 No.	- - 3 $\frac{1}{2}$	"	- - 3	
Acid, muriatic - - - - -	1 lb.	- 13 1	cwt.	- - 1	
Bars, crow, iron - - - - -	{ 4 No. cwt. 0 1 19 }	- - 1	lb.	- 3 11	
Ditto - boring - - - - -	{ 4 No. cwt. 0 0 25 }	- - 11	"	1 2 11	
Baskets, ballast, single - - - - -	96 No.	- 8 2 $\frac{1}{2}$	doz.	3 5 4	
Ditto - ditto double - - - - -	138 No.	- 9 10 $\frac{1}{4}$	"	5 13 1	
Ditto - prickles - - - - -	6 No.	1 2 2	"	- 11 1	
Bears - - - - -	5 No.	7 - -	each	35 - -	
Ditto lever - - - - -	1 No. - 25 lbs.	- - 1	lb.	- 2 1	
Beetles, wood, large - - - - -	12 No.	- 4 8	each	2 16 -	
Bits - - - - -	1 "	- - 4	"	- - 4	
Blocks, double, thick - - - - 9 inches	8 "	- 3 - $\frac{1}{2}$	"	1 4 4	
Ditto - ditto - thin - - - - 10 "	4 "	- 4 3	"	- 17 -	
Ditto - ditto - thick - - - - 18 "	4 "	- 5 6 $\frac{1}{2}$	"	1 2 2	
Ditto - single - - - - 9 "	6 "	- 1 8 $\frac{1}{2}$	"	- 10 3	
Ditto - ditto - " - - - - 10 "	6 "	- 2 4 $\frac{1}{2}$	"	- 14 3	
Ditto - ditto - " - - - - 11 "	4 "	- 3 2 $\frac{1}{4}$	"	- 12 9	
Ditto - iron bound snatch - - - 18 "	1 "	2 6 2	"	2 6 2	
Ditto - ditto double - - - - -	{ 2 cwt. 0 2 2 }	1 7 5 $\frac{1}{4}$	cwt.	- 14 2	
Ditto - ditto snatch - - - - -	{ 2 No. cwt. 1 0 20 }	1 7 5	"	1 12 4	
Bolts, and nuts iron - - - - -	cwt. 108 1 1 $\frac{1}{2}$	1 10 10	"	164 14 11	
Ditto - ditto - - - - -	cwt. 104 0 2	1 7 5 $\frac{3}{4}$	"	142 15 11	
Boxes, wood - - - - -	56 No.	- 2 -	each	5 12 -	
Borax - - - - -	5 lbs.	- - 10 $\frac{1}{2}$	lb.	- 4 4	
Buckets, iron-bound, single - - -	102 No.	- 1 2	each	5 19 -	
Braces, cat and rack - - - - -	24 "	1 2 4 $\frac{3}{4}$	"	26 17 6	
Ditto - ditto - large - - - - -	6 "	2 2 -	"	12 12 -	
Ditto - screw, straight - - - - -	1 "	1 1 -	"	1 1 -	
Ditto - ditto - crank - - - - -	2 "	- 5 -	"	- 10 -	
Ditto - common - - - - -	17 "	1 10 -	"	25 10 -	
Brass, sheet - - - - -	9 $\frac{3}{4}$ lbs.	- - 9	lb.	- 7 4	
Buckets, iron, ash - - - - -	4 No.	- 4 7	each	- 18 4	
Brooms, birch with handles, large -	66 "	- 3 9	doz.	1 - 8	
Ditto - ditto - ditto - small - - -	120 "	- 2 9	"	1 7 6	
Ditto - without handles, large - - -	234 "	- 3 6	"	3 8 3	
Ditto - ditto - ditto - small - - -	384 "	- 2 6	"	4 - -	
Ditto - bass - - - - -	2 "	- 16 5	"	- 2 9	
Ditto - ditto - - - - -	2 "	- 11 11	"	- 1 11	
Ditto - hair - - - - -	2 "	- 3 1	each	- 6 2	
Brushes, paint - - - - -	25 "	1 1 11	doz.	2 5 8	
Ditto - ditto - - - - -	30 "	1 - 4	"	2 10 10	
Ditto - ditto - - - - -	6 "	- 6 3	"	- 3 1	
Ditto - ditto - - - - -	36 "	- 4 1	"	- 12 2	
Ditto - ditto - - - - -	2 "	- 2 9	"	- - 5	
Ditto - tar, long - - - - -	12 "	- 11 7	"	- 11 7	
Ditto - ditto - short - - - - -	12 "	- 9 3	"	- 9 3	
Ditto - hand scrubbing - - - - -	5 "	- 18 5	"	- 7 7	
Ditto - ditto - dusting - - - - -	16 "	- 11 4	"	- 15 1	
Cans, tin oil - - - - -	2 "	- 1 6	each	- 3 -	
Ditto - ditto - - - - -	2 "	- 1 2	"	- 2 4	
Ditto - ditto - - - - -	2 "	- - 9	"	- 1 6	
Canvas, worn - - - - -	300 yards.	- - 8 $\frac{1}{2}$	yard	10 12 6	
Ditto - suits - - - - -	24 suits	- 12 11	suit	15 10 -	
Ditto - ditto - - - - -	12 "	- 7 2	"	4 6 -	
Candlesticks, tin - - - - -	1 No.	- - 8	each	- - 8	
Centres, cast steel - - - - -	8 No. - 9 $\frac{1}{2}$ lbs.	- - 11	lb.	- 8 8	
Chain, brass, telegraph - - - - -	4 yards	- - 7	yard	- 2 4	
Ditto - iron rigging - - - - -	cwts. 9 1 4	- 18 4 $\frac{1}{2}$	cwt.	8 10 7	
Ditto - ditto - - - - -	" 9 2 1	- 19 10	"	9 8 5	
Carried forward - - - - -	- - -	- - -	- - -	513 19 5	

Appendix No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard in building H.M.S. "Achilles"—*contd.*

Description of Material or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	
Brought forward - - -	- - -	- - -	- - -	513 19 5	
<i>Stores issued to Workmen on Loan, and Repairing the same—continued.</i>					
Chain, Iron Rigging, $\frac{3}{8}$ inch - - -	cwt. 0 2 19	- 19 10	cwt.	- 13 3	
Chests, Clothes - - -	3 No.	1 8 -	each	4 4 -	
Ditto, Tools - - -	2 "	1 8 -	"	2 16 -	
Chisels, Steel - - -	{ 710 No. cwt. 5 1 3 }	- 1 -	lb.	29 11 -	
Ditto, ditto - - -	{ 49 No. " 0 2 9 $\frac{1}{2}$ }	- - 11	"	3 - -	
Ditto, Chinch - - -	72 No.	- - 10 $\frac{1}{2}$	each	3 3 -	
Ditto, Cross-cut - - -	12 "	- 1 - $\frac{3}{4}$	"	- 12 9	
Ditto, Hand - - -	24 "	- - 10 $\frac{1}{2}$	"	1 1 -	
Clamps, Screw - - -	{ 28 " cwt. 9 3 22 }	- - 7	lb.	32 9 10	
Cocks, Brass Stop, $\frac{3}{8}$ inch - - -	{ 8 No. " 0 0 3 $\frac{1}{16}$ }	- 1 8 $\frac{3}{4}$	"	- 6 2	
Coals, Smithery - - -	6 tons	- 12 6	ton	3 15 -	
Ditto, ditto - - -	85 $\frac{1}{2}$ "	- 11 3	"	48 5 3	
Copper, Old - - -	4 lbs.	- - 8 $\frac{1}{2}$	lb.	- 2 10	
Compasses, Carpenters' - - -	4 pairs	- - 2	inch	- 3 4	
Countersinks, Rosehead - - -	6 No. 20 lbs.	- - 11	lb.	- 18 4	
Cordage, Hawserlaid, White - - -	3 inch cwt. 0 2 14	2 14 6	cwt.	1 14 1	
Cotters, Steel - - -	" 14 3 23	3 4 -	"	47 17 1	
Ditto, ditto - - -	" 0 0 13	2 - -	"	- 4 7	
Cutters, ditto - - -	52 No. 109 $\frac{1}{2}$ lbs.	- - 11	lb.	5 - 4	
Cramps, Shipwrights' - - -	4 " 232 "	- - 3	"	2 18 -	
Dies, Steel - - -	27 " 94 $\frac{1}{2}$ "	- - 11	"	4 6 7	
Dividers, Spring - - -	1 No.	- 2 1	each	- 2 1	
Driller, Spurs - - -	{ 42 No. cwt. 8 0 2 }	- - 2	lb.	7 9 8	
Drills - - -	{ 469 No. cwt. 5 2 13 }	- 2 6	"	78 12 6	
Ditto - - -	{ 36 No. " 1 2 11 $\frac{1}{2}$ }	- - 11	"	8 4 5	
Drifts, Steel - - -	{ 124 No. cwt. 0 2 23 }	- 18 -	cwt.	- 12 8	
Dollies, Iron - - -	{ 7 No. " 1 2 4 }	- - 3 $\frac{1}{2}$	lbs.	2 13 9	
Ditto, Holding up - - -	{ 12 No. " 2 1 19 }	- - 2	"	2 5 2	
Feeders, Oil Tin - - -	9 No.	- - 8	each	- 6 -	
Ditto, ditto - - -	33 "	- - 4 $\frac{3}{4}$	"	- 12 11	
Ditto, ditto - - -	62 "	- - 3 $\frac{1}{2}$	"	- 18 1	
Files, Round - - -	8 inches 1 "	- - 8 $\frac{1}{2}$	"	- 3	
Ditto - - -	6 " 3 "	- 2 3	dozen	- - 6	
Ditto, Flat - - -	12 " 1 "	- - 8	each	- - 8	
Ditto, Half round - - -	6 " 7 "	- 2 3	dozen	- 1 3	
Ditto, ditto - - -	12 " 11 "	- 6 8 $\frac{3}{4}$	"	- 6 1	
Ditto, ditto - - -	14 " 35 "	- 9 7 $\frac{3}{4}$	"	1 8 2	
Ditto, Flat - - -	10 " 9 "	- 5 2	"	- 3 10	
Ditto, ditto - - -	14 " 26 "	- 10 9 $\frac{1}{4}$	"	1 3 3	
Ditto, ditto - - -	6 " 2 "	- 3 4 $\frac{1}{2}$	"	- - 6	
Ditto, Saw, Taper - - -	5 " 6 "	- 2 6 $\frac{3}{4}$	"	- 1 3	
Ditto, Half-round - - -	8 " 6 "	- 1 7 $\frac{1}{2}$	"	- - 10	
Ditto, Flat - - -	16 " 3 "	- 13 3	"	- 3 4	
Ditto, Hand - - -	12 " 8 "	- 7 5	"	- 4 10	
Ditto, Flat - - -	6 " 1 "	- 18 4	"	- 1 6	
Ditto, ditto, Taper - - -	16 " 41 "	- 13 -	"	2 4 5	
Ditto, ditto - - -	14 " 152 "	- 8 6 $\frac{1}{2}$	"	5 7 10	
Ditto, Hand - - -	10 " 6 "	- 6 10	"	- 3 5	
Ditto, ditto - - -	12 " 7 "	- 10 4	"	- 6 -	
Ditto, Square, Taper - - -	14 " 9 "	- 8 6 $\frac{1}{2}$	"	- 6 4	
Ditto - ditto - - -	12 " 6 "	- 6 - $\frac{3}{4}$	"	- 3 -	
Ditto - ditto - - -	10 " 7 "	- 4 4 $\frac{1}{2}$	"	- 2 6	
Ditto, Flat - - -	12 " 24 "	- 6 1	"	- 12 1	
Ditto, ditto, Taper - - -	10 " 14 "	- 4 4 $\frac{3}{4}$	"	- 5 -	
Ditto, Half-round, Taper - - -	8 " 7 "	- 3 3 $\frac{1}{2}$	"	- 1 9	
Ditto, Flat, Taper - - -	8 " 1 "	- 3 11 $\frac{1}{2}$	"	- - 4	
Ditto, ditto, Taper - - -	10 " 1 "	- 5 8 $\frac{1}{2}$	"	- - 6	
Ditto, Square, Taper - - -	10 " 1 "	- 5 8 $\frac{1}{2}$	"	- - 6	
Carried forward - - -	- - -	- - -	- - -	822 9 -	

Appendix No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard in building H.M.S. "Achilles"—*contd.*

Description of Material or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	822 9 -	
Stores issued to Workmen on Loan, and Repairing same— <i>contd.</i>					
Files, Half-round, Taper - - 8 inches	12 No.	- 4 4 $\frac{1}{2}$	dozen	- 4 4	
Ditto, Flat - ditto - 6 "	1 "	- 3 4 $\frac{1}{2}$	"	- - 3	
Ditto, Half-round - - - 10 "	8 "	- 4 8 $\frac{1}{2}$	"	- 3 1	
Ditto, Round - - - 10 "	3 "	- 4 8	"	- 1 1	
Ditto, Half-round - - - 10 "	6 "	- 6 3 $\frac{1}{2}$	"	- 3 2	
Ditto, Round - - - 10 "	1 "	- 6 3 $\frac{1}{2}$	"	- - 6	
Ditto, Half-round - - - 14 "	42 "	- 9 7 $\frac{3}{4}$	"	1 13 9	
Ditto, Hand Saw - - - 5 "	6 "	- 2 6 $\frac{1}{4}$	"	- 1 2	
Ditto, Half-round - - - 6 "	1 "	- 2 3	"	- - 2	
Ditto, Rasp, Half-round - - 12 "	2 "	- 6 8 $\frac{3}{4}$	"	- 1 2	
Ditto, Round - - - 14 "	8 "	- 9 7 $\frac{3}{4}$	"	- 6 6	
Ditto, Saw - - - 8 "	6 "	- 6 - $\frac{1}{2}$	"	- 3 -	
Ditto, Flat, Taper - - - 8 "	3 "	- 2 11	"	- - 8	
Ditto, Half-round, Taper - - 16 "	39 "	- 14 4 $\frac{1}{2}$	"	2 6 6	
Ditto, Flat - ditto - - 18 "	6 "	1 1 7	"	- 10 9	
Ditto, ditto - ditto - - 18 "	6 "	1 1 7	"	- 10 9	
Ditto, Square - - - 18 "	6 "	1 3 1 $\frac{1}{2}$	"	- 11 7	
Ditto, Half-round, Taper - - 10 "	3 "	- 4 8 $\frac{1}{2}$	"	- 1 1	
Ditto, Flat - - - 10 "	2 "	- 6 10 $\frac{1}{4}$	"	- 1 1	
Ditto, Half-round, Taper - - 14 "	1 "	1 6 5 $\frac{3}{4}$	"	- 2 2	
Ditto, ditto ditto - - 12 "	2 "	- 18 4	"	- 3 1	
Ditto, ditto ditto - - 14 "	36 "	- 9 7 $\frac{3}{4}$	"	1 8 10	
Ditto, Flat - - - 16 "	0 "	- 15 8 $\frac{3}{4}$	"	1 6 1	
Ditto, Half-round, Taper - - 14 "	26 "	- 13 3	"	- 6 7	
Ditto, Round - ditto - - 12 "	6 "	- 6 8 $\frac{3}{4}$	"	- 3 4	
Ditto, Rubber - - - 14 "	16 No.	- - 6 $\frac{3}{4}$	lbs.	3 16 6	
Flatteners, Iron - - - - -	2 No.	- - 3 $\frac{3}{4}$	"	- 18 5	
Forgings, iron, plain - - - -	" 0 2 3	- - 3 $\frac{3}{4}$	"	3 6 7	
Ditto ditto, Middling - - - -	" 1 3 17	2 4 2	cwt.	- 1 7	
Gimlets, Small - - - - -	" 0 0 4	- 1 4 $\frac{3}{4}$	dozen	- - 1	
Grindstones - - - - -	1 No.	- 3 8	cwt.	13 17 9	
Hammers, Flogging - - - - -	4 No.	- - 6	lbs.	1 1 -	
Ditto Hand - - - - -	" 75 3 0	- - 11 $\frac{1}{4}$	"	45 11 3	
Ditto ditto - - - - -	6 No.	- - 6	"	5 5 -	
Ditto ditto - - - - -	" 0 1 14	- - 5 $\frac{1}{4}$	"	- 10 9	
Ditto ditto - - - - -	480 No.	- - 3	"	- 18 9	
Ditto Chipping - - - - -	" 8 2 20	- 1 6 $\frac{3}{4}$	each	1 8 1	
Ditto ditto - - - - -	99 No.	- - 7 $\frac{1}{2}$	lbs.	- 8 9	
Ditto ditto - - - - -	" 1 3 14	- - 3 $\frac{3}{4}$	"	- 3 9	
Ditto ditto - - - - -	19 No.	- 1 - $\frac{3}{4}$	"	1 4 2	
Ditto ditto - - - - -	" 0 0 25	- - 6	"	2 1 6	
Ditto ditto - - - - -	30 No.	- - 3 $\frac{3}{4}$	"	- 19 6	
Ditto ditto - - - - -	" 0 1 17	- - 3	"	7 11 11	
Ditto ditto - - - - -	18 No.	- - 3	"	4 2 9	
Ditto ditto - - - - -	6 No.	- - 3	"	- - 5	
Ditto ditto - - - - -	" 0 0 14	- - 2	"	- - 2	
Ditto ditto - - - - -	6 No.	- - 8	"	- 1 11	
Ditto Copper - - - - -	" 0 0 12	- 4 10 $\frac{3}{4}$	"	23 12 8	
Ditto Riveting - - - - -	2 No.	- 4 6 $\frac{1}{4}$	"	23 14 2	
Ditto Sledge - - - - -	" 0 2 27	- 2 5 $\frac{1}{2}$	"	13 3 -	
Ditto ditto - - - - -	18 No.	- 2 3 $\frac{1}{2}$	D. P.	- - 9	
Ditto ditto - - - - -	" 0 2 16	- 7 2 $\frac{1}{2}$	"	- 2 5	
Ditto ditto - - - - -	44 No.	- 19 3	dozen	- 12 10	
Ditto ditto - - - - -	" 5 0 1				
Ditto ditto - - - - -	28 No.				
Handles, Awl - - - - -	" 2 3 23				
Ditto, ditto - - - - -	3 No.				
Ditto, File - - - - -	2 "				
Handspikes, Common - - - -	34 "				
Helves - - - - -	36 "				
Ditto - - - - -	1,160 "				
Ditto - - - - -	1,248 "				
Ditto - - - - -	1,287 "				
Hinges, Iron, Butts - - - 1 $\frac{1}{2}$ inches	4 pairs				
Ditto ditto - - - - - 2 $\frac{1}{2}$ "	4 "				
Hooks, Tackle, Iron - - - -	8 No.				
Carried forward - - -	- - -	- - -	- - -	991 - 7	

Appendix No. 1.—Detailed Account of the Charges incurred in Chatham Dockyard in building H.M.S. "Achilles"—cont^d.

Description of Material or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	991 - 7	
<i>Stores issued to Workmen on Loan, and repairing the same—cont^d.</i>					
Hooks, Tackle, Iron - - -	12 No.	- 16 8	dozen	- 16 8	
Ditto - ditto - - -	12 "	- 12 -	"	- 12 -	
Iron, Blanks, under 5 cwt. - - -	cwt. 1 1 6	1 - -	cwt.	1 6 1	
Ditto, Bar, of sorts - - - 3/8 inch.	" 28 1 8	- 12 -	"	17 1 11	
Ditto, ditto - - - 1/2 "	" 13 1 8	- 11 -	"	7 6 1	
Ditto, ditto - - - above 1/2 "	" 200 0 14	- 10 -	"	99 19 6	
Ditto, Angle - - -	" 2 1 3	- 11 5	"	1 6 -	
Ditto, Bolt, Bowling - - -	" 3 1 13	- 18 -	"	3 - 6	
Ditto, Plate - - -	" 11 2 16	- 11 5	"	6 12 10	
Ditto, ditto, Charcoal - - -	" 1 2 21	1 - -	"	1 13 8	
Keys, Steel - - -	31 No. 4 1/2 lbs.	- - 11	lb.	- 3 11	
Kettles, Tin, Paint - - -	4 No.	- - 9 1/2	each	- 3 2	
Ditto - ditto - - -	5 "	- - 8	"	- 3 4	
Ditto - ditto - - -	9 "	- - 11	"	- 8 3	
Knives, Cutting - - -	1 "	- 1 3	"	- 1 3	
Ditto, Shoemakers' - - -	2 "	- 2 9 1/2	dozen	- - 6	
Ladle, Iron - - -	1 "	- - 10	each	- - 10	
Lamps, Hand, Tin - - -	4 "	- - 4	"	- 1 4	
Lanterns - - -	9 "	- 2 4 1/2	"	1 1 3	
Letters, Marking - - - 1/4 inch.	26 "	- - 2 1/2	1/8 ins.	- 11 11	
Lines, Chalk - - -	8 "	- 2 9 1/2	dozen	- 1 9	
Ditto, Whiting - - -	1 "	- - 3 1/2	each	- - 3	
Locks, Iron, Chest - - - 3 inch.	3 "	- 1 9 1/2	"	- 5 4	
Ditto ditto, Drawer - - -	5 "	- 1 9 1/2	"	- 8 11	
Ditto ditto, Hanging - - - 3 inch.	8 "	- 1 10 1/2	"	- 14 10	
Ditto ditto - ditto - - - 2 1/2 "	1 "	- 1 7	"	- 1 7	
Mops, House - - -	1 "	- - 11	"	- - 11	
Ditto, Caulkers' - - -	24 "	- 1 9	dozen	- 3 6	
Nails, Iron Clout, Countersunk - - - 1 1/2 inch.	7 lbs.	1 9 -	cwt.	- 1 10	
Nippers, Wire - - -	1 pair	- 1 6	pair	- 1 6	
Plates, Tin, Single - - -	42 No.	- 1 7 3/4	dozen	- 5 9	
Ditto, ditto, Double - - -	66 "	- 3 5	"	- 18 6	
Pliers, Round - - -	1 pair	- 1 1	pair	- 1 1	
Ditto, Flat - - -	1 "	- 1 3	"	- 1 3	
Pins, Cotter - - -	{ 512 No. }	1 8 -	cwt.	2 9 -	
Ditto, Iron - - -	{ cwt. 1 3 - }	- 18 -	"	25 14 11	
Ditto, Steel - - -	{ " 28 212 }	- - 11	lb.	- 1 10	
Pots, Tin, Watering - - -	{ 4 No. }	- 2 11	each	- 8 9	
Ditto, ditto, ditto - - -	{ " 0 0 7 }	- 1 8	"	- 5 -	
Ditto, Melting - - -	{ 1 " }	- 1 7	"	- 1 7	
Ditto, ditto - - -	{ 1 " }	- 1 -	"	- 1 -	
Punches, Set - - -	{ 54 No. }	- - 6	lb.	2 7 -	
Ditto, and Dies for Bears - - -	{ cwt. 0 3 10 }	- 7 6	"	2 12 6	
Ditto - ditto - Steel - - -	{ 12 No. }	- - 11	"	6 17 -	
Prussiate of Potash - - -	{ " 0 0 7 }	- 1 9 1/2	"	- 14 3	
Rags, White - - -	{ " 41 No. }	1 6 9	cwt.	5 3 5	
Ratchet Wrenches - - -	{ " 1 1 9 1/2 }	- - 1	lb.	- 2 4	
Rhymer - - -	{ " 0 0 8 }	- 1 -	"	1 10 -	
Ditto, Stock - - -	{ " 3 3 13 }	- 5 7 1/2	each	1 8 -	
Ditto, ditto, Iron - - -	{ " 0 1 0 }	- 3 3	"	- 6 6	
Rods, Hazel - - -	{ 17 No. }	- 2 1 1/2	"	20 7 2	
Rivets, Iron - - -	{ " 0 1 2 }	1 16 8	cwt.	- 7 9	
Salt - - -	{ 5 No. }	- 2 6	"	- - 4	
Setters for Lathe - - -	{ 6 No. 7 lbs. }	- - 11	lb.	- 6 5	
Saws, Hack, with Frame - - -	{ 2 No. }	- 10 -	each	1 - -	
Ditto, Blades, Spare - - -	{ 4 " }	- 2 -	"	- 8 -	
Screws, Boiler - - -	{ cwt. 15 0 17 }	- - 3	lb.	21 4 3	
Ditto and Burners, Large - - -	{ 12 No. }	- 3 10	dozen	- 3 10	
Ditto, Jack, Haley's - - -	{ 2 " }	3 13 6	each	7 7 -	
Carried forward - - -	- - -	- - -	£.	1,238 6 5	

Appendix, No. 1.—Detailed Account of the Charges incurred in Chatham Dock, and in Building H.M.S. "Achilles"—contd.

Description of Material or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	1,238 6 5	
<i>Stores issued to Workmen on Loan, and repairing the same—contd.</i>					
Screws, Iron, Coach - - -	16 No. 3 $\frac{3}{4}$ lbs.	- - 3 $\frac{3}{4}$	lb.	- 1 2	
Ditto, ditto - - - 1 inch	12 No.	- - 11	gross	- - 1	
Ditto, ditto - - - $\frac{3}{4}$ "	56 "	- - 9	"	- - 3	
Shackles, Iron - - -	{ 12 No. cwt. 0 1 16 }	1 16 11 $\frac{3}{4}$	cwt.	- 14 5	
Shear Blades, Steel - - -	{ 4 No. " 1 0 7 }	- - 11	lb.	5 9 1	
Soda - - -	10 lbs.	- - 1 $\frac{1}{2}$	"	- 1 2	
Solder, Tinman's - - -	34 "	- - 6 $\frac{1}{2}$	"	- 18 5	
Sieves, Iron - - -	1 No.	- 1 11	each	- 1 11	
Spanners or Wrenches - - -	{ 210 No. cwt. 5 3 21 }	- - 2	lb.	5 10 10	
Ditto, Double - - -	{ 1 No. " 0 0 4 }	- - 11	"	- 3 8	
Springs, Cast Steel - - -	{ 80 No. " 0 0 17 $\frac{1}{2}$ }	- - 11	"	- 16 -	
Squares, Iron, 24 × 12 inch.	10 No.	- 2 5 $\frac{1}{2}$	each	1 4 7	
Ditto, ditto, 18 × 12 "	6 "	- 1 - $\frac{3}{4}$	"	- 6 4	
Steel, Blister - - -	cwt. 3 1 24	1 2 1 $\frac{1}{4}$	cwt.	3 16 6	
Ditto, Cast - - -	" 139 1 26 $\frac{1}{2}$	1 13 8	"	234 12 5	
Ditto, Shear - - -	" 13 0 11	1 11 8	"	20 14 3	
Ditto, Spring - - -	" 0 0 10	1 2 5 $\frac{1}{2}$	"	- 2 -	
Ditto, ditto - - -	" 0 0 3	- 14 7	"	- - 4	
Stones, Turkey - - -	1 No. 6 lbs.	- 2 -	"	- 12 -	
Stocks, Taps and Dies - - -	2 sets	16 16 -	set	33 12 -	
Ditto ditto - - -	2 "	8 19 2 $\frac{1}{2}$	"	17 18 5	
Ditto ditto - - -	2 "	3 19 4	"	7 18 8	
Ditto ditto - - -	2 "	2 18 9 $\frac{1}{2}$	"	5 17 7	
Shovels, Iron - - -	78 No.	- 1 7 $\frac{1}{2}$	each	6 6 9	
Taps, Steel - - -	{ 60 No. cwt. 0 1 25 }	- 10 -	lb.	26 10 -	
Ditto, Spare - - -	36 No.	- 5 4	each	9 12 -	
Ditto, ditto - - -	27 "	- 3 1 $\frac{3}{4}$	"	4 4 11	
Ditto, ditto - - -	36 "	- 2 1 $\frac{1}{4}$	"	3 15 9	
Tapes, Measuring - - - 50 feet	4 "	- 5 11 $\frac{1}{2}$	"	1 3 10	
Ditto, ditto - - - 100 "	1 "	- 8 5	"	- 8 5	
Thimbles, Iron - - -	8 "	- 4 7	dozen	- 3 -	
Ditto, ditto - - -	12 "	- 3 3	"	- 3 3	
Ditto, ditto - - -	12 "	- 2 5	"	- 2 5	
Ditto, ditto - - -	12 "	- 1 10	"	- 1 10	
Tonga, Smiths - - -	{ 6 No. cwt. 0 1 9 }	- - 3	lb.	- 9 3	
Ditto, Rivet - - -	12 pairs	- 1 -	pair	- 12 -	
Tongues, Steel - - -	24 No. 6 lbs.	- - 11	lb.	- 5 6	
Tools, Turning - - -	{ 51 No. cwt. 1 0 23 $\frac{1}{2}$ }	- - 11	"	6 4 2	
Ditto, Planing - - -	{ 22 No. " 3 0 12 }	- - 11	"	15 19 -	
Ditto, Slotting - - -	{ 4 No. " 1 1 10 }	- - 11	"	6 17 6	
Twine, Seine - - -	2 lbs.	- 1 7	"	- 3 2	
Syringes, Brass - - -	6 No.	- 2 6	each	- 15 -	
Vices, Standing - - -	{ 5 No. cwt. 4 3 23 }	- - 4 $\frac{1}{4}$	lb.	9 16 7	
Ditto ditto - - -	{ 2 No. " 2 0 3 }	- - 3	"	2 16 9	
Ditto, Hand - - -	2 No.	- 3 2	each	- 6 4	
Wire, Iron - - -	14 lbs.	- - 1 $\frac{3}{4}$	lb.	- 2 -	
Washers, Plate - - -	cwt. 2 0 13	- 12 -	cwt.	1 5 4	
Wire, Steel - - -	" 0 0 0 $\frac{1}{2}$	- - 5 $\frac{1}{4}$	lb.	- - 2	
Ditto, Brass - - -	" 0 0 1	- - 8 $\frac{1}{2}$	"	- - 8	
Wheels, Cog, Cast Steel - - -	8 No. 12 lbs.	- - 11	"	- 11 -	
General Expenditure, Smiths' - - -	- - -	- - -	- - -	5 16 1	
Carried forward - - -	- - -	- - -	- - -	£.	1,683 11 2

Appendix No. 1.—Detailed Account of the Charges incurred in Chatham Dockyard in building H.M.S. "Achilles"—*cont^d*.

Description of Material or Workmanship Performed.	Quantity.	Rate.			Per	Amount.			TOTAL.		
		£.	s.	d.		£.	s.	d.	£.	s.	d.
Brought forward - - -	- - -	-	-	-	-	-	-	-	1,683	11	2
<i>Stores Issued to Workmen on Loan, and Repairing the same—cont^d.</i>											
RETURNS.											
Canvas, Old, Painted - - -	cwt. 2 2 25	-	6	-	cwt.	-	16	2			
Chain, Iron, Rigging - - - $\frac{3}{4}$ inch.	" 6 1 20	-	18	$4\frac{1}{2}$	"	5	18	2			
Copper, Old - - -	" 0 0 21	-	-	$8\frac{1}{2}$	lb.	-	14	10			
Iron, Old, Wrought - - -	" 300 1 14	4	3	-	ton	62	6	5			
Rags, White - - -	" 0 2 20	1	6	9	cwt.	-	18	1			
Steel, Cast - - -	" 0 3 14	1	13	8	"	1	9	5			
Ditto, Old - - -	" 3 2 20	-	11	-	"	2	-	-			
Metal, Old - - -	" $\frac{3}{4}$	-	-	6	lb.	-	-	$\frac{4}{8}$			
Cutters, Steel - - -	4 No. 7 $\frac{1}{4}$ lbs.	-	-	11	"	-	6	8			
									74	10	1
Expense of Workmanship:						£.			1,609	1	1
Angle Iron, Smiths - - -	22 $\frac{1}{2}$ days	-	6	6	Day of 10 hours.	7	6	3			
Ditto ditto - - -	20 "	-	6	-	"	6	-	-			
Ditto ditto - - -	9 "	-	5	6	"	2	9	6			
Boys - - -	153 $\frac{1}{2}$ "	-	2	-	"	15	7	-			
Ditto - - -	608 $\frac{1}{2}$ days & 25 $\frac{1}{2}$ extra hours.	-	1	9	"	53	10	9			
Ditto - - -	189 days & 3 $\frac{1}{4}$ extra hours.	-	1	4	"	12	12	10			
Clippers - - -	22 days	-	5	6	"	6	1	-			
Ditto - - -	364 days & 3 $\frac{1}{2}$ extra hours.	-	5	-	"	91	2	1			
Ditto - - -	24 days	-	4	-	"	4	16	-			
Hammermen - - -	1,943 days & 88 $\frac{1}{2}$ extra hours.	-	4	-	"	390	13	1			
Holders-up - - -	165 $\frac{1}{2}$ days & 24 $\frac{6}{12}$ extra hours.	-	4	-	"	33	13	5			
Labourers - - -	140 days	-	3	-	"	21	-	-			
Ditto - - -	889 days & 58 extra hours.	-	2	6	"	111	12	8			
Machinemen - - -	21 $\frac{1}{2}$ days	-	6	-	"	6	9	-			
Platers - - -	1 day	-	7	-	"	-	7	-			
Riveters - - -	169 days	-	5	6	"	46	9	6			
Ditto - - -	45 "	-	5	-	"	11	5	-			
Ditto - - -	291 $\frac{1}{2}$ days & 13 $\frac{1}{2}$ extra hours.	-	4	6	"	65	18	5			
Smiths - - -	11 $\frac{1}{2}$ days	-	5	6	"	3	3	3			
Ditto - - -	1,231 days & 95 $\frac{1}{2}$ extra hours.	-	5	-	"	310	10	11			
Ditto - - -	537 $\frac{1}{2}$ days & 27 extra hours.	-	4	10	"	130	12	9			
Wheelwrights, Dockyardmen - - -	288 days	-	3	10	Ordinary time.	55	4	-			
General Expenditure, Smiths - - -	- - -	-	-	-	-	4	4	1			
Ditto ditto Wheelwrights - - -	- - -	-	-	-	-	-	10	4			
									1,391	5	10
						£.			3,000	6 $\frac{1}{4}$	11
<i>BLOCKS, BROWS, &c., for the use of the Ship while Building in the Dock.</i>											
Nails, Iron Clout, Countersunk - - - 2 inch.	cwt. 0 0 4	1	5	11	cwt.	-	-	11			
Ditto, ditto, Rosehead - - - 3 "	" 0 1 0	-	17	$5\frac{1}{2}$	"	-	4	3			
Ditto ditto - - - 4 "	" 0 1 4	-	18	$10\frac{1}{2}$	"	-	5	4			
Ditto Diehead - - - 2 "	" 0 0 6	2	4	5	"	-	2	4			
Fir Dantzic, Plank - - - 3 "	47 feet sup.	-	-	7	foot	1	7	5			
Ditto, Red Pine, ditto - - - 3 "	16 "	-	-	8	"	-	10	8			
Oak, Dantzic, Board - - - 1 $\frac{1}{2}$ "	20 "	-	-	10	"	-	16	8			
									3	7	7

Appendix No. 1.—Detailed Account of the Charges incurred in Chatham Dockyard in Building H.M.S. "Achilles"—*contd.*

Description of Material or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
<i>Bolts, Nuts, &c. for securing Ribands.</i>					
Coals, Smithery - - - - -	1 ton	- 12 6	ton	- 12 6	
Ditto, ditto - - - - -	1 "	- 11 3	"	- 11 3	
Iron, Bar, of sorts - - - above $\frac{1}{2}$ inch	cwt. 38 0 18	- 10 -	cwt.	19 1 4	
Oil, Gallipoli - - - - -	1 gall.	- 4 8 $\frac{1}{4}$	gall.	- 4 8	
					20 9 9
<i>Expense of Workmanship.</i>					
Angle, Iron, Smiths' - - - - -	6 days	- 6 6	day of 10 hours.	1 19 -	
Boys - - - - -	1 $\frac{1}{2}$ "	- 2 -	"	- 3 -	
Hammermen - - - - -	33 "	- 4 -	"	6 12 -	
Labourers - - - - -	4 $\frac{1}{2}$ "	- 3 -	"	- 13 6	
Ditto - - - - -	14 $\frac{1}{2}$ "	- 2 6	"	1 16 3	
Smiths - - - - -	15 "	- 5 -	"	3 15 -	
Ditto - - - - -	20 "	- 4 10	"	4 16 8	
					19 15 5
				£.	40 5 2
<i>Fixed Plant of the Establishment.</i>					
Blocks, Single, Thick - - - 4 inch.	12 No.	- - 6 $\frac{1}{2}$	each	- 6 6	
Bolts and Nuts, Iron - - - - -	2 lbs.	1 17 8 $\frac{3}{4}$	cwt.	- - 8	
Coals, Metal Mills - - - - -	3 tons	- 14 9	ton	2 4 3	
Chain, Iron, Jack - - - - -	100 yards	- - 2 $\frac{1}{2}$	yard	1 - 10	
Forgings, Iron Plain - - - - -	cwt. 16 2 27	- - 3 $\frac{3}{4}$	lb.	29 6 -	
Ditto Common - - - - -	" 84 3 24	- - 2 $\frac{1}{4}$	"	89 4 5	
Ditto Middling - - - - -	" 1 1 14	2 4 2	cwt.	3 - 9	
Ditto Extra - - - - -	" 2 1 14	- - 7 $\frac{1}{2}$	lb.	8 6 4	
Iron, New, Angle - - - - -	" 27 3 7	- 11 5	cwt.	15 17 4	
Ditto Bar, of sorts - - - above $\frac{1}{2}$ inch.	" 119 3 25	- 10 -	"	59 19 7	
Ditto Plate - - - - -	" 18 2 22	- 11 5	"	10 13 4	
Ditto Half round - - - - -	" 0 0 24	- 11 5	"	- 2 5	
Nails, Iron, Port - - - - - 4 inch.	" 0 0 18	1 1 7 $\frac{1}{2}$	"	- 3 5	
Ditto ditto - - - - - 5 "	" 0 0 6	1 1 7 $\frac{1}{2}$	"	- 1 1	
Ditto Rosehead - - - - - 2 "	" 0 0 6	2 1 -	"	- 2 2	
Ditto ditto - - - - - 3 "	" 0 1 5	- 17 5 $\frac{1}{2}$	"	- 2 7	
Ditto ditto - - - - - 4 "	" 0 0 27	- 18 10 $\frac{1}{2}$	"	- 4 6	
Ditto Diehead - - - - - 5 "	" 0 0 16	1 - 2	"	- 2 10	
Ditto ditto - - - - - 6 "	" 0 1 0	1 - 2	"	- 5 -	
Ditto Squarehead - - - - - 7 "	" 1 0 10	- 17 3 $\frac{1}{2}$	"	- 18 9	
Ditto ditto - - - - - 8 "	" 0 2 0	- 17 3 $\frac{1}{2}$	"	- 8 8	
Nails, Iron Squareheads - - - 10 "	" 1 1 0	- 16 8	"	1 - 10	
Rings, Iron - - - - - 7 "	" 0 0 3	- - 2 $\frac{1}{2}$	lb.	- - 7	
Rivets, ditto - - - - - - "	" 0 1 0	1 16 8	cwt.	- 9 2	
Ditto - - - - - - "	" 0 1 14	1 5 11	"	- 9 8	
Screws, Iron, Coach, - - - - -	" 0 0 8 $\frac{1}{2}$	- - 4 $\frac{1}{2}$	lb.	- 3 2	
Elm, English Plank - - - - - 4 "	551 feet, sup.	- 1 2	foot	32 2 10	
Ditto ditto - - - - - 2 "	33 "	- - 6	"	- 16 6	
Fir, Dantzic, Baulk - - - - -	1,164 " cube	3 7 -	load	77 19 9	
Ditto Plank, Rough - - - - - 2 "	1,281 " sup.	- - 4	foot	21 7 -	
Ditto, Red Pine, Baulk - - - - -	100 " cube	4 3 10	load	8 7 6	
Ditto ditto Plank - - - - - 3 "	18 " sup.	- - 8	foot	- 12 -	
Ditto ditto rough - - - - - 2 "	2,535 " "	- - 4 $\frac{1}{2}$	"	47 10 7	
Ditto, Riga, Thickstuff - - - 5 "	18 " cube	- 2 5	"	2 3 6	
Ditto Plank, rough - - - - - 2 "	1,086 " sup.	- - 4	"	18 2 -	
Ditto, Board, ditto - - - - - 1 "	40 " "	- - 2 $\frac{1}{2}$	"	- 8 4	
Ditto, Dantzic, Plank - - - - 4 "	64 " "	- - 7	"	1 17 8	
Greenheart, Thickstuff - - - 8 "	36 " cube	- 6 9	"	12 3 -	
Oak, English Timber - - - - -	32 " "	- 6 10	"	10 18 8	
Ditto, Pasture White ditto - - -	120 " "	- 9 1	"	54 10 -	
Treenails, Oak - - - - - 21 "	24 No.	9 - -	M	- 4 4	
Ditto - - - - - 18 "	100 "	6 5 -	"	- 13 10	
Ditto - - - - - 15 "	50 "	5 10 -	"	- 6 2	
General Expenditure, Smiths - - -	- - -	- - -	- - -	- 4 4	
					515 2 10
Carried forward - - - - -	- - -	- - -	- - -	- £.	515 2 10

Appendix No. 1.—Detailed Account of the Charges incurred in Chatham Dockyard in building H.M.S. "Achilles"—*cont*

Description of Material or Workmanship Performed.		Quantity.	Rate.		Per	Amount.	TOTAL.	
			£.	s.	d.	£.	s.	d.
Brought forward - - -		-	-	-	-	-	-	515 2 10
Fixed Plant of the Establishment—continued.								
Expense of Workmanship :								
Angle Iron, Smiths - - - - -		3½ days	-	6	6	day of 10 hours.	1 2 9	
Boys - - - - -		1 "	-	2	-	"	- 2 -	
Ditto - - - - -		9 "	-	1	9	"	- 15 9	
Ditto - - - - -		6 "	-	1	6	"	- 9 -	
Ditto - - - - -		8 "	-	1	4	"	- 10 8	
Furnacemen - - - - -		2 "	-	6	-	"	- 12 -	
Ditto - - - - -		6 "	-	5	-	"	1 10 -	
Hammermen - - - - -		18½ "	-	4	-	"	3 14 -	
Holders up - - - - -		12 "	-	4	-	"	2 8 -	
Labourers - - - - -		29 "	-	3	-	"	4 7 -	
Ditto - - - - -		133 "	-	2	6	"	16 12 6	
Platers, Leading Men - - - - -		6 "	-	8	6	"	2 11 -	
Riveters - - - - -		10 "	-	4	6	"	2 5 -	
Shipwrights, Leading Men - - - - -		1 "	-	6	4	"	- 6 4	
Ditto - - - - -		63 "	-	5	2	"	16 5 6	
Smiths - - - - -		2½ "	-	5	-	"	- 12 6	
Ditto - - - - -		-½ "	-	4	10	"	- 2 5	
Dockyard Men.	Boilermakers - - - - -	41 "	-	5	8	"	11 12 4	
	Helpers - - - - -	1 "	-	4	-	"	- 4 -	
	Labourers - - - - -	7 "	-	3	-	"	1 1 -	
	Ditto - - - - -	71½ "	-	2	6	"	8 18 9	
	Metal Turners - - - - -	4 "	-	5	2	"	1 - 8	
	Shipwrights, Leading Men - - - - -	13½ "	-	5	6	"	3 14 3	
	Ditto - - - - -	262 "	-	4	6	day, ordinary time.	58 19 -	
	Ditto Apprentice - - - - -	12½ "	-	2	-	"	1 5 -	
	Ditto - - - - -	12½ "	-	1	9	"	1 1 11	
	Ditto - - - - -	10½ "	-	1	3	"	- 13 2	
	Smiths, Assistant Furnacemen - - - - -	-½ "	-	4	8	day of 10 hours	- 2 4	
	Ditto, Furnacemen - - - - -	-½ "	-	5	9	"	- 2 11	
	Ditto, Single Firemen - - - - -	-½ "	-	4	10	"	- 2 5	
	General Expenditure, Smiths - - - - -	-	-	-	-	-	- 2 7	
							143 6 9	
							£.	658 9 7
Moveable Plant.								
Acid, Muriatic - - - - -		1 lb.	-	13	1½	cwt.	- - 1	
Bristles, Hogs' - - - - -		1 oz.	-	-	11	oz.	- - 10	
Forges, Camp, Gossage's - - - - -		30 No.	9	17	6	each	296 5 -	
Hemp, Shoemakers' - - - - -		1 lb.	-	-	11½	lb.	- 1 -	
Iron, Old Wrought - - - - -		cwt. 2 0 0	4	3	-	ton	- 8 3	
Leather, Old - - - - -		" 0 0 5	1	13	-	cwt.	- 1 5	
Ditto, Hide Bellows - - - - -		" 0 0 17½	-	1	9	lb.	1 10 7	
Iron, New Plate - - - - -		" 3 0 24	-	11	5	cwt.	1 16 9	
Nails, Iron Tacks - - - - -		" 0 0 5	-	-	10	lb.	- 4 2	
Ditto Clout, Countersunk - - - - -		" 0 0 16	1	17	2	cwt.	- 5 4	
Ditto Roseheads - - - - -		" 0 0 10	-	17	5½	"	- 1 5	
Ditto ditto - - - - -		" 0 0 19	-	18	10	"	- 3 2	
Ditto Scupper - - - - -		" 0 0 6	1	17	1½	"	- 2 -	
Oil, Neatsfoot - - - - -		¼ gallon	-	4	6	gall.	- 1 1	
Paint, Mixed White - - - - -		cwt. 0 0 20	1	6	6	cwt.	- 4 6	
Plates, Tin Double - - - - -		18 No.	-	3	5	dozen	- 5 2	
Rivets, Iron - - - - -		5 lb.	1	16	8	cwt.	- 1 7	
Tue Irons - - - - -		26 No.	-	3	-	each	3 18 -	
Tank, Iron Paint, B. - - - - -		1	1	2	11	"	1 2 11	
Solder, Tinman's - - - - -		10 lbs.	-	-	8½	lb.	- 7 1	
Ditto, Plumber's - - - - -		10 "	-	-	6½	"	- 5 5	
Spiles, Wood - - - - -		3 "	-	-	11½	"	- 2 10	
Carried forward - - -		-	-	-	-	-	307 8 7	

Appendix No. 1.—Detailed Account of the Charges incurred in Chatham Dockyard in building H.M.S. "Achilles"—*contd.*

Description of Material or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	307 8 7	
<i>Movable Plant—continued.</i>					
Screws, iron - - - - 2 inch.	24 No.	- - 2 $\frac{1}{2}$	dozen	- - 5	
Ditto, ditto - - - - 1 $\frac{1}{2}$ „	72 „	- - 1 $\frac{3}{4}$	„	- - 10	
Ditto, ditto - - - - 1 $\frac{1}{4}$ „	144 „	- - 1 $\frac{1}{4}$	„	- 1 2	
Wire, iron - - - - - 7 lbs.		- - 1 $\frac{3}{4}$	lb.	- 1 -	
Cordage, hawser laid tarred - 3 $\frac{1}{2}$ „	cwt. 8 2 26	2 6 6	cwt.	20 5 11	
Ditto - ditto - - - - 3 „	„ 5 - 16	2 10 10	„	13 1 5	340 19 4
Expense of Workmanship:					
Hammermen - - - - -	63 days and 4 extra hours.	- 4 -	day of 10 hours.	12 13 11	
Holders-up - - - - -	2 $\frac{1}{2}$ days	- 4 -	„	- 10 -	
Riveters - - - - -	3 $\frac{1}{2}$ „	- 5 -	„	- 17 6	
Ditto - - - - -	2 $\frac{1}{2}$ „	- 4 6	„	- 11 3	
Shipwrights - - - - -	1 day	- 5 2	„	- 5 2	14 17 10
				£.	355 17 2

Appendix, No. 2.

STATEMENT showing the COST per Ton for MATERIALS and LABOUR for the HULLS of SHIPS built at Her Majesty's Dockyards, and Launched during the Year 1862-63.

NAME OF SHIP.	No. of Guns.	Tonnage.	Horse Power.	Where Built.	When Laid Down.	When Launched.	Total Expense at Dockyard up to Launch.	Rate per Ton.	REMARKS.
							£.	£. s. d.	
Columbine -	4	672	150	Deptford -	16 May 1860	2 April 1862	17,904	{ 26 12 10 1 - 6	{ The rate per ton does not include any incidental expenses except for 1861-62 and 1862-63; and if a corresponding charge be added for previous years, the rates will be increased by the sums shown in <i>italics</i> under each.
Enchantress -	1	835	250	Pembroke -	8 Feb. 1861	2 Aug. 1862	20,994	{ 25 2 10 - 4 7	
Jaseur -	5	427	80	Deptford -	7 Jan. 1861	15 May 1862	12,929	{ 30 5 6 - 13 4	
Psyche -	2	835	250	Pembroke -	8 Jan. 1861	29 Mar. 1862	21,398	{ 25 12 6 - 5 6	

WOODEN VESSELS Built in Private Yards.

Nil.

Appendix, No. 3.

STATEMENT showing the VALUE of NAVAL STORES sent from the Home Yards to the following Foreign Yards and Stations in the Financial Year 1862-63, from which no Returns of Expenditure on Ships are received.

	£.
Sierra Leone - - - - -	141
Ascension - - - - -	11,741
Fernando Po - - - - -	865
Hong Kong - - - - -	19,373
Sydney - - - - -	4,527
Rio-de Janeiro - - - - -	8,905
Valparaiso - - - - -	6,926
St. Paul de Loando - - - - -	119
TOTAL - - -	£. 52,597

Appendix, No. 4.

STATEMENT showing the AMOUNTS paid over to the Exchequer between 1 April 1862 and 31 March 1863, for the SALE of HER MAJESTY'S SHIPS and VESSELS.

SHIP.	Gross Amount Received.			Repaid to Purchasers for Old Copper and Mixed Metal returned.			Net Receipt. Excess of Repayments shown in <i>Italics</i> .		
	£.	s.	d.	£.	s.	d.	£.	s.	d.
Adventure,† late Weazel - - - -	-	-	-	33	-	-	33	-	-
Africa* - - - - -	23,800	-	-	-	-	-	23,800	-	-
Akbar - - - - -	1,030	-	-	-	-	-	1,030	-	-
Arrow - - - - -	482	-	-	198	18	11	283	1	1
Avon - - - - -	1,225	-	-	358	4	11	866	15	1
Carysfort† - - - - -	-	-	-	1,332	7	9	1,332	7	9
Chance, Coast Guard Cruzier (value refunded by Messrs. Wigram, being found unfit for the service) - - }	800	-	-	-	-	-	800	-	-
Cleopatra† - - - - -	-	-	-	1,467	18	6	1,467	18	6
Cowper,* late Tientsin - - - -	10,409	3	8	-	-	-	10,409	3	8
Crane† - - - - -	-	-	-	200	12	-	200	12	-
Espiegle† - - - - -	-	-	-	640	6	-	640	6	-
Express† - - - - -	-	-	-	773	5	7	773	5	7
Forester (Watch vessel) - - - -	93	-	-	-	-	-	93	-	-
Good Portent (Watch vessel) - -	40	14	9	-	-	-	40	14	9
Gossamer† - - - - -	-	-	-	123	15	7	123	15	7
Herald - - - - -	1,635	-	-	732	4	4	902	15	8
Icarus† - - - - -	-	-	-	449	8	-	449	8	-
Inconstant* - - - - -	3,500	-	-	614	13	-	2,885	7	-
Jasper* - - - - -	8,000	-	-	-	-	-	8,000	-	-
Jumna* - - - - -	1,650	-	-	304	8	8	1,345	11	4
Lapwing† - - - - -	-	-	-	78	6	9	78	6	9
Lively - - - - -	1,215	-	-	698	12	4	516	7	8
Lynx - - - - -	482	-	-	478	7	3	3	12	9
Messenger† - - - - -	-	-	-	166	11	3	166	11	3
Minden - - - - -	3,995	-	-	-	-	-	3,995	-	-
Mohawk* - - - - -	17,450	-	-	-	-	-	17,450	-	-
Neptune, Coast Guard Cruzier (value refunded by Messrs. Wigram, being found unfit for the service) - - }	800	-	-	-	-	-	800	-	-
Pallas* - - - - -	-	-	-	1,055	5	4	1,055	5	4
Pandora † - - - - -	-	-	-	462	10	4	462	10	4
Pelter - - - - -	32	-	-	-	-	-	32	-	-
Petrel† - - - - -	-	-	-	1,120	5	10	1,120	5	10
Pilot† - - - - -	-	-	-	905	-	9	905	-	9
Portland - - - - -	2,250	-	-	1,848	7	10	401	12	2
Princess Augusta (Watch vessel) -	62	-	-	-	-	-	62	-	-
Prometheus* - - - - -	1,525	-	-	-	-	-	1,525	-	-
Royal George (Cutter) - - - - -	188	5	6	-	-	-	188	5	6
Spartan - - - - -	1,875	-	-	1,381	2	4	493	17	8
Spider - - - - -	375	-	-	-	-	-	375	-	-
Spy - - - - -	619	14	2	-	-	-	619	14	2
Teazer - - - - -	525	-	-	169	13	11	355	6	1
Tynet† - - - - -	-	-	-	1,108	10	7	1,108	10	7
Vestal† - - - - -	-	-	-	1,108	10	8	1,108	10	8
Vipert† - - - - -	482	-	-	525	12	7	43	12	7
Vixen - - - - -	3,740	-	-	855	18	9	2,884	1	3
Waterman* (late Sir Charles Forbes) -	4,166	13	4	-	-	-	4,166	13	4
Old Launch,† sold 14 May 1850 - -	-	-	-	18	3	8	18	3	8
£.	92,447	11	5	19,210	3	5	84,324	19	2
Abate excess for copper and mixed metal returned - - -							11,087	11	2
TOTAL - - - £.							73,237	8	-

* Sold to foreign powers and private persons.

† The Amount realised by the sale of these Vessels has been brought to account in previous years.

NAVY (SHIPS).

AN ACCOUNT showing the EXPENSES incurred
on HER MAJESTY'S SHIPS Building, Converting,
Repairing, Fitting, &c., during the Financial
Year 1862-63; together with a Report thereon,
from the Accountant-General of the Navy, dated
12 February 1864.

Ordered, by The House of Commons, to be Printed,
12 February 1864.

[*Price 1 s.*]

48.

Under 16 oz.

717

NAVY (SHIPS).

RETURN to an Order of the Honourable The House of Commons,
dated 22 July 1864;—for,

ANNUAL ACCOUNT “of EXPENSES incurred on HER MAJESTY’S SHIPS
BUILDING, CONVERTING, REPAIRING, FITTING, &c., during the Financial
Year 1863-64.”

DEBTOR and CREDITOR ABSTRACT ACCOUNT of CHARGES incurred in HER
MAJESTY’S DOCKYARDS and at the ADMIRALTY for Works upon Ships and
Services during the Year ended the 31st March 1864, as per accompanying
DETAILED STATEMENTS, and APPENDIX : together with a REPORT thereon
from the Accountant General of the Navy, dated 22nd July 1864.

Admiralty, }
22 July 1864. }

C. H. PENNELL,
Chief Clerk.

(Mr. Childers.)

Ordered, by The House of Commons, to be Printed,
22 July 1864.

(No. 1143.)

Admiralty, Somerset House, W. C.,
22 July 1864.

I BEG to forward herewith an account of the expenses incurred on Her Majesty's ships building, converting, repairing, fitting, &c., in Her Majesty's dockyards and by contract, during the financial year ended the 31st March 1864, in order that the same may be laid before Parliament in accordance with the course pursued with respect to similar accounts for previous years.

This account has been prepared upon the same basis and data as those for the years 1861-62, and 1862-63; and as the Reports of the 24th March 1863, and 12th February 1864, which accompanied those accounts on their presentation to Parliament, entered so fully into the principles and details of their preparation, it appears to be only necessary to state, that the present Account is made out in exact conformity therewith.

The detailed statement of expenditure incurred on account of Her Majesty's ship "Achilles," has been continued in the Appendix at page 50.

I beg to observe that this is the last account which will be prepared for the financial year, and upon the same system as that hitherto adopted.

The next account will be for the nine months ending the 31st December 1864, and subsequently for the ordinary year, and will be prepared in accordance with the new system of dockyard accounts, as laid down in the instructions issued by their Lordships, under date of 8th March 1864, a copy of which has been placed on the table of the House of Commons.

J. Beeby,
Accountant General.

The Secretary of the Admiralty.

DEBTOR and CREDITOR ABSTRACT ACCOUNT of CHARGES incurred in HER MAJESTY'S DOCKYARDS,
31st March 1864, as per accompanying
DR.

DESCRIPTION.	Page of Detailed Statements.	Materials.	Labour.	Per Centage for Deterioration by Use of Shores, Spauls, Staging, &c.	Proportion of Incidental Expenses Charged <i>pro rata</i> .	TOTAL.	
To Charges incurred under the following Heads, viz.:		£.	£.	£.	£.	£.	
No. 1. Ships and Vessels building in Her Majesty's Dockyards - - - - -	7	307,191	121,656	4,645	24,487	457,979	
No. 2. Ships and Vessels built or building by contract, or purchased - - - - -	8	* 585,361	-	-	-	585,361	
No. 3. Ships commenced as wooden ships, converted into iron cased vessels while building - - - - -	9	154,555		5,693	26,938	236,264	
No. 4. Wooden ships converted into iron cased cupola ships - - - - -	10	37,935	24,279	1,805	9,389	73,408	
No. 5. Ships launched as sailing ships and subsequently converted into screw steam ships - - - - -	10	2,405	250	20	91	2,766	
No. 6. Steam ships and vessels, fitting out, refitting, repairs, and maintenance, in commission and reserve -	32	616,493	278,218	11,457	174,329	1,080,497	
No. 7. Steam vessels permanently employed as troop, store, or surveying vessels, tenders, yachts, &c., fitting out, refitting, repairs, and maintenance - - - - -	34	115,995	61,788	1,922	27,156	206,861	
No. 8. Sailing ships and vessels, fitting out, refitting, repairs, and maintenance, in commission and reserve -	37	10,050	3,330	124	3,965	17,469	
No. 9. Sailing vessels permanently employed as troop, store, or surveying vessels, tenders, yachts, &c., fitting out, refitting, repairs, and maintenance - - - - -	39	18,301	2,304	112	2,757	23,474	
No. 10. Fitting and maintaining hulks - - - - -	41	2,126	1,571	43	799	4,539	
No. 11. Breaking up old ships and vessels - - - - -	43	{ (net credit of) £. 45,005 abated below † }	4,980	43	709	5,732	
No. 12. Building and maintenance of yard craft, coal depôts, steam tugs, and boats for yard service (not in commission) - - - - -	48	59,125	26,443	923	10,426	96,917	
		£.	1,909,537	573,897	26,787	281,046	2,791,267
Abate, Net Credits for materials returned on Item, No. 11, breaking up old ships and vessels - - -	43	+ 45,005	-	-	-	45,005	
		£.	1,864,532	573,897	26,787	281,046	2,746,262
To stores supplied and workmanship performed at Her Majesty's Dockyards for other branches of the naval service; for other departments of Government, private individuals, and foreign Governments, repaid the Admiralty - - - - -		49,179	7,644	-	-	-	56,823
To materials issued and workmanship performed at Her Majesty's Dockyards in making and repairing machinery for permanent or fixed yard plant - - -		24,471	20,106	-	-	-	44,577
To stores issued and workmanship performed at Chatham Yard, for special, permanent, or fixed plant for Her Majesty's ship "Achilles," and other iron vessels -		555	180	-	-	-	735
(For details, see Appendix, No. 1. p. 50.)							
TOTAL - - -		£.	1,938,737	601,827	* 26,787	281,046	2,848,397

Note.—The incidental expenses which are shown distinctly on the debit side of the above account, so as to exhibit the amount

The Amounts paid to contractors and others for Ships built or purchased, repaired and fitted, and in which charges

* The sum of 182 l. on account of Per Centage Charges on work done at the Dockyards

† The Returns from Bermuda, Cape of Good Hope, Halifax, and

Admiralty, }
22 July 1864. }

and at the ADMIRALTY, for Works upon SHIPS and SERVICES during the Year ended the Detailed Statements, and Appendix.

CR.

DESCRIPTION.	Materials.	Labour.	Per Centage for Deterioration by Use of Shores, Spauls, Staging, &c.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
By Expenditure at the following Dockyards at Home and Abroad, viz. :—				
Deptford - - - - -	39,150 - -	33,122 - -	1,823 - -	74,095 - -
Woolwich - - - - -	123,432 - -	95,061 - -	3,641 - -	222,134 - -
Chatham - - - - -	185,271 - -	157,809 - -	2,318 - -	345,398 - -
Sheerness - - - - -	153,272 - -	83,666 - -	2,490 - -	239,428 - -
Portsmouth - - - - -	284,891 - -	190,846 - -	6,033 - -	481,770 - -
Devonport - - - - -	274,769 - -	149,984 - -	5,528 - -	430,281 - -
Pembroke - - - - -	168,494 - -	53,052 - -	4,929 - -	226,475 - -
Antigua - - - - -	323 - -	509 - -	2 - -	834 - -
Gibraltar - - - - -	3,097 - -	1,205 - -	7 - -	4,309 - -
Malta - - - - -	18,336 - -	15,511 - -	198 - -	34,045 - -
Tricomalee - - - - -	2,333 - -	721 - -	- - -	3,054 - -
TOTAL EXPENDITURE at Her Majesty's Dockyards - - £.	1,253,368 - -	781,486 - -	26,969 - -	2,061,823 - -
By Payments at the Admiralty, and allowed in Cash Accounts for the undermentioned Services, viz. :—				
For Steam Machinery, Boilers, &c., supplied by Contractors	143,656 - -	- - -	- - -	143,656 - -
For Payments to Contractors on Account of Vessels purchased or built - - - - -	543,437 - -	- - -	- - -	543,437 - -
For Payments on account of Steam Tugs purchased - - -	19,250 - -	- - -	- - -	19,250 - -
For Payments for Ships repaired at private Yards - - -	33,112 - -	- - -	- - -	33,112 - -
For Payments for Coast Guard Tenders built or repaired at private Yards - - - - -	15,048 - -	- - -	- - -	15,048 - -
For Purchase of Stores by Captains, Consuls, &c., for Repairs, &c., of Her Majesty's Ships - - - - -	857 - -	- - -	- - -	857 - -
For Expenditure for the Wages of the Metropolitan Police Force employed in Her Majesty's Dockyards - - -	- - -	19,364 - -	- - -	19,364 - -
For Payments to Captain Coles, R.N., for Allowances, Travelling Expenses, &c., while superintending the application of his Cupola Shields to Her Majesty's Ships "Prince Albert" and "Royal Sovereign" - - - - -	- - -	990 - -	- - -	990 - -
For Payments on account of Naval Experiments - - -	- - -	10,860 - -	- - -	10,860 - -
TOTAL - - - £.	2,008,728 - -	812,700 - -	26,969 - -	2,848,397 - -

of such expenses over the several Ships, are on the credit side, included in the amounts for "Materials" and "Labour."

for labour are not distinguished from those for stores, have been shown under the column for "Materials."

is included in the amount shown under "Materials" against Class No. 2.

Jamaica, were not received in time to be included in this Account.

J. BEEBY,
Accountant General of the Navy.

1863-64.

No. 1.

SHIPS AND VESSELS BUILDING IN HER MAJESTY'S DOCKYARDS.

Note.—The Figures printed in *Italics* show the Amount of Credits for Stores, &c. returned.

NAME of SHIP.	Num- ber of Guns.	Ton- nage.	Horse Power.	Where Built or to have been Built.	When laid down.	Estimated Tonnage Built during the Financial Year 1863-64.	Expenditure at the Dockyards on the Hull.						Amount Paid at the Admiralty for Machinery.	Total Expense incurred during the Year 1863-64.	Amount Ex- pended on Hull and Machinery prior to the Year 1863-64.	Total Expenditure on each Ship to 31 March 1864.	REMARKS.
							Materials.	Labour.	Charges on Expenditure.			TOTAL.					
									3½ per cent. for Deterioration, by use of Shores, Spauls, Staging, &c.	£.	£.						
Achilles* (ar- mour plated iron ship).	1	20	6,121	1,250	Chatham	1 Aug. 1861 (in a dock.)	88,300	87,041	29	133	£.	175,503	£.	381,025	1	Undocked, 23 Dec. 1863	
Alban	2	5	425	80	Deptford	Not laid down	19	-	-	5	24	-	-	24	2	Omitted from the list of the Navy. The material to be returned into store. Launched 3 Oct. 1863.	
Alberta	3	-	391	160	Pembroke	2 Feb. 1863	4,391	3,238	228	1,070	3,927	2,816	4,180	15,923	3	Omitted from the list of the Navy. The material to be returned into store.	
Alligator	4	22	1,857	400	Woolwich	1 Nov. 1860 (trimming tim- bers.)	748	-	-	-	748	-	24,243	23,495	4	Omitted from the list of the Navy. The material to be returned into store.	
Astrea	5	36	2,478	500	Devonport	Not laid down	205	-	13	59	277	-	-	277	5	- ditto.	
Bellerophon (ar- mour plated iron ship).	6	14	4,246	1,000	Chatham	28 Dec. 1863 (in a dock.)	9,785	2,089	376	1,754	14,004	41,000	-	55,604	6	Building in a dock.	
Belvidera	7	39	3,027	600	Chatham	30 April 1860	-	4	-	1	5	-	19,094	19,009	7	Work suspended.	
Bruizer	8	2	268	60	Portsmouth (Haslar Slip.)	14 Aug. 1861	22	9	1	4	36	-	1,485	1,521	8	Work suspended.	
Bulwark	9	81	3,716	800	Chatham	8 Mar. 1859	33	63	2	9	41	-	55,788	55,824	9	Work suspended.	
Cherub	10	2	268	60	Portsmouth (Haslar Slip.)	3 Dec. 1860	157	107	8	37	309	-	2,420	2,729	10	Work suspended.	
Circassian	11	4	669	150	Deptford	1 May 1861 (trimming tim- bers.)	14	-	-	3	17	-	2,990	3,007	11	Omitted from the list of the Navy. The material to be returned into store.	
Cromer	12	2	268	60	Portsmouth (Haslar Slip.)	4 July 1861	20	4	1	3	28	-	1,424	1,452	12	Omitted from the list of the Navy. The material to be returned into store.	
Cynthia	13	4	669	150	Devonport	Not laid down	1,224	-	66	308	1,598	-	-	1,598	13	Omitted from the list of the Navy. The material to be returned into store.	
Danube	14	2	268	60	Portsmouth (Haslar Slip.)	Not laid down	33	-	2	7	42	-	-	42	14	- ditto.	
Dido	15	22	1,857	400	Deptford	Not laid down	1,035	-	-	265	1,300	-	-	1,300	15	- ditto.	
Dryad	16	39	3,027	600	Portsmouth	2 Jan. 1860	46	-	-	-	46	-	44,424	44,408	16	Work suspended.	

REPAIRING, FITTING, &c. DURING THE FINANCIAL YEAR 1863-64.

7

Endymion -	17	22	2,478	500	Deptford	-	20 Oct. 1860	nil.	251	-	-	251	-	251	19,891	19,640	17	Work suspended.
Enterprise (armour plated sloop).	18	4	993	160	Deptford	-	5 May 1862 (As an armour plated sloop.)	310	13,665	10,922	751	3,495	28,833	512	29,345	59,079	18	Launched 9 Feb. 1864.
Falmouth -	19	22	1,857	400	Chatham	-	Not laid down	nil.	1,301	-	39	182	1,522	-	1,522	-	19	Omitted from the list of the Navy. The material to be returned into store.
Guernsey -	20	4	695	200	Pembroke	-	Not laid down	nil.	979	-	51	236	1,266	-	1,266	-	20	- ditto.
Helicon -	21	1	835	250	Portsmouth	-	30 May 1861	nil.	1,165	414	51	233	1,863	-	1,863	20,395	21	Under alteration.
Humber -	22	5	425	80	Pembroke	-	Not laid down	nil.	349	-	17	81	447	-	447	-	22	Omitted from the list of the Navy. The material to be returned into store.
Kent -	23	81	3,716	800	Portsmouth	-	Not laid down	nil.	36	-	-	-	36	-	36	49	23	- ditto.
Lord Clyde (armour plated ship).	24	24	4,067	1,000	Pembroke	-	29 Sept. 1863	635	67,381	6,023	1,456	10,173	85,033	-	85,033	-	24	-
Lord Warden (armour plated ship).	25	24	4,067	1,000	Chatham	-	24 Dec. 1863	254	14,131	1,623	470	2,206	18,430	25,600	44,080	-	25	-
Minstrel -	26	2	268	60	Portsmouth	-	17 Dec. 1860	12	372	93	14	65	544	-	544	2,292	26	-
Nassau -	27	4	695	200	Pembroke	-	20 June "	nil.	34	-	-	-	34	-	34	19,779	27	Work suspended.
Nedley -	28	2	268	60	Portsmouth	-	3 Dec. "	nil.	10	-	-	1	11	-	11	2,519	28	- ditto.
Newport -	29	5	425	80	Pembroke	-	17 Sept. "	nil.	3	-	-	-	3	-	3	6,969	29	- ditto.
North Star -	30	22	1,857	400	Sleerness	-	13 July "	nil.	69	-	-	-	69	-	69	16,307	30	- ditto.
Orwell -	31	2	268	60	Portsmouth	-	24 Dec. "	8	70	40	4	16	130	-	130	1,491	31	-
Pallas (armour plated corvette).	32	6	2,372	600	Woolwich	-	19 Oct. 1863	296	10,056	3,611	607	1,990	16,264	15,360	31,624	-	32	-
Psyche -	33	2	835	250	Pembroke	-	8 Jan. 1861	nil.	-	-	-	-	-	50	50	35,035	33	Launched 29 Mar. 1862.
Reindeer -	34	6	950	200	Chatham	-	1 May 1860	nil.	50	-	2	-	52	25	27	24,338	34	Work suspended.
Sabrina -	35	4	669	150	Pembroke	-	Not laid down	nil.	1,031	-	54	252	1,337	-	1,337	-	35	Omitted from the list of the Navy. The material to be returned into store.
Salamis -	36	-	835	250	Chatham	-	10 Aug. 1861	105	2,026	2,499	138	641	5,304	1,050	6,354	31,811	36	Launched 19 May 1863.
Sappho -	37	6	950	150	Deptford	-	1 May " (trimming timbers.)	nil.	50	-	-	2	48	-	48	3,240	37	Omitted from the list of the Navy. The material to be returned into store.
Success -	38	6	950	150	Pembroke	-	Not laid down	nil.	477	-	26	121	624	-	624	-	38	- ditto.
Tartarus -	39	4	695	200	Pembroke	-	25 Oct. 1860	nil.	-	-	-	-	-	7,070	47,070	10,228	39	Work suspended.
Tees -	40	6	950	150	Chatham	-	Not laid down	nil.	1,102	-	33	154	1,289	-	1,289	-	40	Omitted from the list of the Navy. The material to be returned into store.
Wolverene -	41	21	1,703	400	Woolwich	-	14 April 1859	212	3,320	3,276	210	981	7,787	1,686	9,473	74,161	41	Launched 29 Aug. 1863.
TOTAL								- £.	221,350	121,656	4,645	24,487	372,138	85,841	457,979	659,734		

* For detailed statement of expenses incurred on the "Achilles," see Appendix No. 1, p. 50.

† The sum of 7,070 £. charged to this vessel in 1860-61 has been transferred to the "Malacca," under Class 6, to which vessel the engines have been appropriated.

For statement showing the cost per ton for materials and labour for the hull of the ships built at Her Majesty's Dockyards and launched during the year 1863-64, see Appendix No. 2, p. 109.

1863-64.

No. 2.

SHIPS AND VESSELS BUILT OR BUILDING BY CONTRACT, OR PURCHASED.

N A M E of S H I P.	Num- ber of Guns.	Tonnage.	Horse Power.	Name of Contractor.	Where Built or Building.	When laid down.	Estimated Tonnage Built during the Financial Year 1863-64.	Expenditure on Hull.	Amount Paid at the Admiralty for Machinery.	Total Expense incurred during the Year 1863-64.	Amount expended on Hull and Machinery prior to the Year 1863-64.	Total Expenditure on each Ship to 31st March 1864.	R E M A R K S.
Agincourt (armour plated iron ship).	26	6,621	1,350	J. Laird & Sons	Birkenhead	30 Oct 1861 (in a dock).	3,517	177,104	£. 6,100	£. 183,304	£. 155,007	£. 338,271	1 Building in a dock.
Black Prince (armour plated iron ship).	41	6,109	1,250	R. Napier & Sons	Glasgow	12 Oct. 1859	nil.	-	1,250	1,250	328,864	330,114	2 Launched 27 February 1861.
Chance (coast - guard cruizer).	3	60	-	Camper & Nicholson	Gosport	-	22	920	-	920	-	920	3 Launched July 1863.
Fly (coast-guard cruizer)	4	60	-	Harvey & Sons	Wivenhoe	-	37	712	-	712	300	1,012	4 Launched May 1863.
Hector (armour plated iron ship).	24	4,089	800	R. Napier & Sons	Glasgow	8 Mar. 1861	128	39,003	100	39,103	217,263	256,369	5 Launched 26 September 1862.
King George (coast- guard cruizer).	6	60	-	Harvey & Sons	Wivenhoe	-	30	350	-	350	600	950	6 Launched June 1863.
Midge (coast - guard cruizer).	7	60	-	D. Robinson	Gosport	-	7	431	-	431	600	1,031	7 Launched February 1863.
Minoaur (armour plated iron ship).	26	6,621	1,350	Thames Iron Shipbuilding Company.	Blackwall	12 Sept. 1861	2,792	135,092	9,900	144,922	207,153	352,075	8 Launched 12 December 1863.
Neptune (coast - guard cruizer).	9	60	-	Henry Pope	Plymouth	-	52	1,015	-	1,015	-	1,015	9 Launched November 1863.
Northumberland (armour plated iron ship).	26	6,621	1,350	C. J. Mare & Co.	Millwall	10 Oct. 1861	1,655	66,454	5,900	72,354	115,807	188,161	10
Orontes	2	2,812	500	J. Laird & Sons	Glasgow	22 July 1861	88	5,022	-	5,022	95,438	100,455	11 Launched 22 November 1862.
Prince Albert (armour plated iron cupola ship).	4	2,529	500	Samuda Brothers	Poplar	29 April 1862	1,066	65,420	-	65,420	60,996	126,416	12
Royal Charlotte (coast- guard cruizer).	129	-	-	John White	Cowes	-	64	1,593	-	1,593	600	2,193	13 Launched 6 June 1863.
Tamar	2	2,812	500	Samuda Brothers	Poplar	24 July 1861	44	14,519	295	14,814	90,419	105,233	14 Launched 5 January 1863.
Valiant (armour plated iron ship).	24	4,068	800	Westwoods, Baillie, Camp- bell & Co. Thames Iron Shipbuilding Company	Poplar	1 Feb. 1861 24 Feb. 1862	1,143	50,170	4,021	54,191	230,093	284,284	15 Launched 14 October 1863.
TOTAL								557,795	27,566	585,361	1,503,138	2,088,499	

Including per-centage charges (182 £.) and *pro rata* proportion of incidental charges (798 £.) on work done at Her Majesty's Dockyards.

1863-64.

No. 3.

SHIPS COMMENCED AS WOODEN SHIPS CONVERTED INTO IRON CASED VESSELS WHILE BUILDING.

NAME of SHIP.	Number of Guns.	Tonnage. Horse Power.	Where Built and Converted.	Commencement of		Estimated Tonnage Built during the Financial Year 1863-64.	Expenditure at the Dockyards on the Hull.				Amount Paid at the Admiralty for Machinery.	Total Expense incurred during the Year 1863-64.	Amount Expended on Hull and Machinery prior to the Year 1863-64.	Total Expenditure on each Ship to 31 March 1864.	REMARKS.
				Building.	Conversion.		Materials.	Labour.	3 1/2 per cent. for Deterioration by Use of Shores, Spauls, Staging, &c.	Proportion of Incidental Expenses charged <i>pro rata</i> .					
Caladonia -	1	35	4,125	1 Oct. 1860	6 June 1861	nil.	15,929	8,878	£. 761	£. 3,555	£. 29,123	£. 3,482	£. 32,605	£. 188,135	1 Launched 24 Oct. 1862.
Favorite -	2	10	2,094	23 Aug. 1860	2 June 1862	654	18,293	8,028	793	3,707	30,821	-	30,821	78,088	2 -
Ocean -	3	35	4,047	23 Aug. 1860	3 June 1861	506	39,303	5,596	1,362	6,373	52,634	3,832	56,466	217,272	3 Launched 19 March 1863.
Prince Consort - (late "Triumph")	4	35	4,045	13 Aug. 1860	6 June 1861	nil.	521	1,311	85	403	2,320	3,613	5,933	205,150	4 Launched 26 June 1862.
Research -	5	4	1,253	8 Sept. 1861	8 Sept. 1862	940	24,978	11,205	1,099	5,152	42,434	5,175	47,609	16,164	5 Launched 15 Aug. 1863.
Royal Alfred -	6	35	4,045	1 Dec. 1859	22 June 1861	126	1,854	1,706	99	560	4,219	-	4,219	147,023	6 -
Royal Oak -	7	35	4,056	1 May 1860	3 June 1861	127	4,845	234	35	43	4,573	615	935	215,326	7 Launched 10 Sept. 1862.
Zealous -	8	20	3,716	26 Oct. 1859	5 July 1862	nil.	38,700	12,130	1,520	7,145	59,494	75	59,569	121,247	8 Launched 7 March 1864.
TOTAL - - - £.														1,102,718	1,338,982

1863-64.

No. 4.

WOODEN SHIPS CONVERTED INTO IRON-CASED CUPOLA SHIPS.

NAME of SHIP.	Number of Guns.	Tonnage.	Horse Power.	Where Converted.	Conversion Commenced.	Expenditure at the Dockyards on the Hull.					Amount paid at the Admiralty for Machinery.	Total Expense incurred during the Year 1863-64.	Amount Expended, during Conversion, on Hull and Machinery prior to the Year 1863-64.	Total Expenditure on each Ship to 31 March 1864.	REMARKS.	
						Charges on Expenditure.			TOTAL.							
						Materials	Labour.	3 1/2 per cent. for Deterioration, by use of Shores, Spauls, Staging, &c.								
										£.						£.
Royal Sovereign	5	3,765	800	Portsmouth	4 April 1862	37,935	24,279	1,805	9,989	£.	78,408	£.	47,856	£.	120,764	Undocked 8 March 1864 after conversion; was a Screw 3-decked Line of- Battle-Ship, Launched 25 April 1857.

No. 5.

SHIPS LAUNCHED AS SAILING SHIPS, AND SUBSEQUENTLY CONVERTED INTO SCREW STEAM SHIPS.

NAME of SHIP.	Number of Guns.	Tonnage.	Horse Power.	Where Converted.	Conversion Commenced.	Expenditure at the Dockyards on the Hull.					Amount paid at the Admiralty for Machinery.	Total Expense incurred during the Year 1863-64.	Amount Expended, during Conversion, on Hull and Machinery prior to the Year 1863-64.	Total Expenditure on each Ship to 31 March 1864.	REMARKS.
						Charges on Expenditure.			TOTAL.						
						Materials	Labour.	3 1/2 per cent. for Deterioration, by use of Shores, Spauls, Staging, &c. <i>pro rata</i> .		Proportion of Incidental Expenses charged <i>pro rata</i> .					
Constance -	39	3,213	500	Devonport -	30 May 1860 -	£. 405	£. 250	£. 20	£. 91	£. 766	£. 2,000	£. 2,786	£. 73,600	£. 78,386	Undocked 15 April 1862.

STEAM SHIPS AND VESSELS FITTING OUT, REFITTING, REPAIRS AND MAINTENANCE, IN
COMMISSION AND RESERVE.

REPAIRING, FITTING, &c. DURING THE FINANCIAL YEAR 1863-64.

11

Note.—The Figures printed in *Italics* show the amount of Credit for Stores, &c. returned.

EXPENDITURE INCURRED DURING THE YEAR 1863-64.				REMARKS.																
NAME of SHIP.	Num- ber of Guns.	Ton- nage. Power.	Description of Charge.	HULL.			Masts and Yards.	Rigging and Stores.	Engineers' Stores.		Repairs to Machinery.		Proportion of Incidental Expenses charged <i>pro rata</i> .	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1863-64.	Net Credit to each Ship during the Year 1863-64.				
				Materials.	Labour.	Per-centage for Deterioration by use of Stores, Spauls, Staging, &c.			Stores.	(not Coals).	Ma- terials.	La- bour.								
Achilles -	1	20	6,121	1,250	21,162	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	1	1st Division, Chatham.		
Etna -	2	16	1,588	200	54	63	-	3	-	-	-	-	-	-	31,553	-	2	Moored at Sheerness, for protection of the Thames.		
Agamemnon -	3	79	3,102	600	48	57	-	-	117	46	-	-	-	133	-	-	3	3d Division, Portsmouth.		
Agincourt -	4	26	6,621	1,350	5	8	-	-	95	40	-	-	9	106	-	-	4	Fittings while building by Messrs. Laird at Birkenhead.		
Ajax -	5	60	1,761	450	611	-	12	-	-	-	-	-	105	-	728	-	5	In commission. Paid off 31 March 1864.		
Alacrity -	6	4	675	200	1	-	-	-	5	774	-	-	174	-	1,070	-	6	3d Division, Sheerness.		
Albacore -	7	2	233	60	51	47	4	-	476	824	99	437	19	56	177	1,314	7	1st Division, Portsmouth.		
Albion -	8	76	3,117	400	1	6	-	-	-	22	3	35	11	78	-	-	8	2d Division, Portsmouth.		
Alecto -	9	3	800	200	9	1	-	-	94	418	4	168	184	1,249	-	-	9	In commission.		
Alert -	10	17	751	100	63	263	8	-	-	36	-	-	7	46	118	-	10	Commissioned May 1863.		
Algiers -	11	73	3,340	600	2	1	-	-	-	-	20	-	3	19	229	-	11	3d Division, Portsmouth.		
Amphion -	12	26	1,474	300	111	90	4	-	13	1,795	36	7	3	46	2,227	-	12	3d Division, Sheerness. Sold 12 October 1863.		
					430	16	-	-	-	-	-	-	-	-	-	-				
					111	61	-	-	-	-	-	-	-	-	-	-				
					52	90	-	-	-	-	-	-	-	-	-	-				
					586	111	14	-	-	171	1	82	22	180	82	7,263				
					203	336	12	-	11	4,247	492	19	78	917	-	-				
					7	10	-	-	490	30	3	-	7	17	227	-				
					10	29	-	-	-	1	9	-	8	57	-	-				
					-	-	-	-	511	-	-	-	-	-	-	-				
					45	12	-	-	-	-	-	-	2	14	-	-				
					8	4	-	-	-	-	-	-	-	11	-	-				

1863-64.

No. 6.

STEAM SHIPS and VESSELS Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

NAME of SHIP.		Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	H U L L.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Inci- dental Expenses charged pro rata.	Total of each Head of Charge.	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1863-64.	Net Credit to each Ship during the Year 1863-64.	R E M A I N D E R S.
						Materials.	Labour.	Percentage for Deterioration, by use of Shores, Spauls, Stagings, &c.				Ma- terials.	La- bour.						
									£.	£.	£.			£.	£.	£.	£.	£.	
Angler	-	13	212	20	{ Fitting, repairing, &c. in reserve. Maintenance in reserve Fitting, repairing, &c. in reserve. Maintenance in reserve Fitting, repairing, &c. in reserve. Maintenance in reserve Fitting, repairing, &c. in commission. Ditto - in reserve Fitting, repairing, &c. in reserve. Maintenance in reserve Fitting, repairing, &c. in commission. Ditto - in reserve Fitting, repairing, &c. in reserve. Maintenance in reserve Fitting, repairing, &c. in commission. Ditto - in reserve Fitting, repairing, &c. in reserve. Maintenance in reserve Fitting, repairing, &c. in commission. Ditto - in reserve Fitting, repairing, &c. in reserve. Maintenance in reserve Fitting, repairing, &c. in commission. Ditto - in reserve Fitting, repairing, &c. in reserve. Maintenance in reserve Fitting, repairing, &c. in commission. Ditto - in reserve Fitting, repairing, &c. in reserve. Maintenance in reserve Fitting, repairing, &c. in commission. Ditto - in reserve Fitting, repairing, &c. in reserve. 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Badger	-	26	2	219	60	Fitting, repairing, &c. in commission.	5	-	-	-	-	-	-	-	-	-	-	1	6	-	-	7	-	26	Hauled up on slip at Haslar.
Barrosa	-	27	21	1,700	400	Maintenance in reserve	42	-	-	-	-	6	-	-	-	-	-	-	1	6	12	-	-	27	In commission.
Basilisk	-	28	6	1,031	400	Fitting, repairing, &c. in commission.	427	917	-	-	-	-	-	1,011	1,132	776	3,887	427	3,460	-	-	-	-	28	Refitting for commission, Deptford.
Beacon	-	29	2	234	60	Fitting, repairing, &c. in reserve.	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	29	Hauled up on slip at Haslar.
Beaver	-	30	2	236	60	Maintenance in reserve	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	30	Hauled up on slip at Haslar.
Biter	-	31	2	233	60	Maintenance in reserve	1	3	-	5	38	57	-	-	1	17	84	38	46	-	-	-	-	31	In commission.
Black Prince	-	32	41	6,109	1,250	Fitting, repairing, &c. in commission.	2,037	2,336	81	6	1,803	1,439	251	279	1,568	9,794	6	9,788	-	-	-	-	-	32	In commission.
Blazer	-	33	2	235	60	Fitting, repairing, &c. in commission.	-	-	-	-	-	19	-	-	-	3	22	-	22	-	-	-	-	33	1st Division, Queenstown.
Blenheim	-	34	60	1,822	450	Fitting, repairing, &c. in commission.	4	1	-	-	1,364	92	13	26	272	1,772	-	1,772	-	-	-	-	-	34	In commission.
Bloodhound	-	35	3	378	150	Fitting, repairing, &c. in commission.	1	7	-	4	5	-	-	-	-	2	10	-	-	-	-	-	-	35	3d Division, Deptford. Paid off September 1863.
Blossom	-	36	2	214	20	Fitting, repairing, &c. in reserve.	19	4	-	77	630	342	-	-	-	1	5	4,038	-	-	-	-	-	36	Hauled up on slip at Haslar.
Bombay	-	37	60	2,782	400	Maintenance in reserve	262	-	-	4	165	34	-	-	-	86	556	-	-	-	-	-	-	37	Commissioned March 1864.
Boxer	-	38	2	235	60	Fitting, repairing, &c. in reserve.	4,755	5,113	207	419	944	-	177	109	2,070	13,794	-	14,468	-	-	-	-	-	38	In reserve, Malta.
Brave	-	39	2	234	60	Maintenance in reserve	33	21	1	-	220	10	48	197	92	609	-	609	-	-	-	-	-	39	Hauled up on slip at Haslar.
Brazen	-	40	2	235	60	Maintenance in reserve	-	-	-	-	-	1	-	-	-	-	1	-	1	-	-	-	-	40	Hauled up on slip at Haslar.
Brisk	-	41	16	1,087	250	Fitting, repairing, &c. in commission.	17	20	-	183	2,492	155	-	-	-	9	46	2,835	-	-	-	-	-	41	1st Division, Devonport. Paid off August 1863.
Bristol	-	42	39	3,027	600	Maintenance in reserve	5,547	4,584	291	409	32	-	863	1,216	2,581	15,523	-	12,743	-	-	-	-	-	42	Fitting for commission, Sheerness.
Brunswick	-	43	60	2,492	400	Fitting, repairing, &c. in reserve.	9	1	7	-	5	-	-	3	62	432	-	707	-	-	-	-	-	43	2d Division, Devonport.
Bulldog	-	44	6	1,124	500	Maintenance in reserve	84	132	4	15	-	14	-	-	-	14	96	105	-	-	-	-	-	44	Commissioned March 1864.
Bullfinch	-	45	2	234	60	Fitting, repairing, &c. in commission.	46	17	1	-	2,138	757	105	2	543	3,494	-	33,700	-	-	-	-	-	45	Hauled up on slip at Haslar.
Bullfrog	-	46	2	236	60	Maintenance in reserve	2	-	-	68	-	-	-	-	-	-	-	54	-	-	-	-	-	46	1st Division, Sheerness.
Buzzard	-	47	6	980	300	Fitting, repairing, &c. in commission.	10	30	-	-	-	11	2	6	8	26	55	-	111	-	-	-	-	47	In commission.
Cesar	-	48	76	2,767	400	Maintenance in reserve	40	-	-	-	-	-	41	-	-	-	6	44	-	-	-	-	-	48	3d Division, Portsmouth.

1863-64.

No. 6.

STEAM SHIPS AND VESSELS Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1863-64.																		
NAME of SHIP.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	H U L L.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Propor- tion of Inci- dental Expenses charged pro rata.	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1863-64.	Net Credit to each Ship during the Year 1863-64.	REMARKS.	
					Materials.	Labour.	Per-centage for Deterioration, by use of Shores, Spauls, Staging, &c.				Ma- terials.	Ia- bour.						
Cadmus	49	21	1,466	400	{ Fitting, repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	£. 4,087 1	£. 4,330 -	£. 286 -	£. 208	£. 2,740	£. 158 8	£. 1,158 1,026	£. 3 2,134 1	£. 3,106 110 -	£. 9,820	£. -	49 Paid off May 1863; re- fitting for commission, Chatham.	
Caledonia	50	35	4,125	1,000	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 17,278	£. 16,139	£. 683	£. 3,118	£. 8,233	£. 496 2	£. 81 -	£. 99 -	£. 7,935 3	£. 54,062 -	£. 54,065	£. -	50 1st Division, Sheerness.
Camel	51	2	232	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 5	£. 7	£. -	£. -	£. -	£. -	£. -	£. -	£. 5 -	£. 4	£. -	51 Hauled up on slip at Haslar.	
Cameleon	52	17	952	200	{ Fitting, repairing, &c. in commission. Maintenance in reserve	£. -	£. -	£. -	£. -	£. 37	£. 1 -	£. -	£. -	£. 37 -	£. 37	£. -	52 In commission.	
Carnation	53	2	233	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 11	£. 14	£. -	£. 6	£. 443	£. 103 1	£. 26 -	£. 12 -	£. 6 2	£. 559 -	£. -	525	53 Fittings and stores returned previously to being broken up, 15 May 1863.
Centurion	54	68	2,590	400	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 475	£. 23	£. -	£. -	£. -	£. -	£. 8	£. 5	£. 175 -	£. 138	£. -	54 3d Division, Devonport.	
Chanticleer	55	17	950	200	{ Fitting, repairing, &c. in commission. Maintenance in reserve	£. 135 24	£. 76 45	£. 5 2	£. -	£. 297	£. 20 53	£. 25 16	£. 41 91	£. 277 553	£. 553	£. -	55 In commission.	
Charger	56	2	236	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 15	£. 55	£. 2	£. 65	£. 113	£. -	£. 8	£. 5	£. 45 -	£. 308	£. 386	£. -	56 1st Division, Portsmouth. Lent to Mr. Curtis for trial of steering screw.
Cheerful	57	2	212	20	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 3	£. 2	£. -	£. -	£. 2	£. 62	£. -	£. -	£. 11 8	£. 78	£. 12	£. -	57 3d Division, Portsmouth.
Cherokee	58	2	233	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. -	£. 4	£. -	£. -	£. -	£. 4	£. -	£. -	£. 4 -	£. 1	£. 1	£. -	58 Hauled up on slip at Haslar.
Cherub	59	2	268	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. -	£. 2	£. -	£. -	£. -	£. -	£. -	£. -	£. 2 -	£. 2	£. -	59 Fittings while building at Portsmouth.	
Chesapeake	60	39	2,377	400	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 47	£. -	£. -	£. -	£. -	£. 2	£. 3	£. 16	£. 4 47	£. 8	£. -	£. -	60 3d Division, Chatham.
Chub	61	2	212	20	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. -	£. -	£. -	£. -	£. 4	£. -	£. -	£. -	£. 1 5	£. 11	£. -	£. -	61 3d Division, Portsmouth.
Clinker	62	2	235	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. -	£. 1	£. -	£. -	£. 3	£. 31 9	£. 5 -	£. -	£. 7 15	£. 62	£. -	£. -	62 In commission.

Clio	-	63	22	1,472	400	Fitting, repairing, &c. in commission.	-	3,022	2,301	-	-	270	2,246	442	425	-	7	7	2,763	5,812	-	63	1st Division, Sheerness. Paid off August 1863.
Clown	-	64	1	238	40	Maintenance in reserve	-	44	-	-	-	-	-	-	511	796	1,439	8,385	-	44	-	64	In commission.
Cockatrice	-	65	2	269	60	Fitting, repairing, &c. in commission.	17	4	4	1	7	97	-	16	2	1	27	172	-	172	-	65	In commission.
Cockchafer	-	66	1	236	60	Fitting, repairing, &c. in commission.	1	-	-	-	-	-	-	-	-	-	-	1	-	1	-	66	In commission.
Collingwood	-	67	68	2,611	400	Maintenance in reserve	11	-	-	-	-	-	-	14	1	-	4	30	-	30	-	67	3d Division, Sheerness.
Colossus	-	68	68	2,590	400	Fitting, repairing, &c. in commission.	50	4	1	-	29	1,746	-	143	-	1	414	2,388	-	2,388	-	68	In commission.
Columbine	-	69	4	672	150	Fitting, repairing, &c. in commission.	89	141	6	6	15	1,246	107	107	34	13	301	1,952	-	2,006	-	69	Commissioned May 1863.
Conflict	-	70	7	1,058	400	Maintenance in reserve	10	30	1	-	-	-	-	-	-	-	7	48	-	-	-	70	Stores, &c. returned previously to being sold, on the 29th July 1863.
Confounder	-	71	2	233	60	Fitting, repairing, &c. in reserve.	327	5	-	-	-	-	-	-	587	-	1	6	944	-	1,629	71	Hauled up on slip at Haslar.
Conqueror (wrecked).	-	72	99	3,265	800	Maintenance in reserve	784	27	1	-	-	-	-	-	-	-	-	32	784	5	400	72	Stores returned from wreck on "Run Cay," 29th December 1861.
Conqueror, late Waterloo.	-	73	40	2,345	500	Fitting, repairing, &c. in commission.	86	-	-	2	-	14	-	-	-	-	17	119	-	-	-	73	Commissioned November 1863, for conveyance of marines to Japan.
Constance	-	74	39	3,213	500	Maintenance in reserve	226	509	16	-	11	8,880	449	2	14	5	1,711	11,819	11,965	-	-	74	1st Division, Devonport.
Cordelia	-	75	11	579	150	Fitting, repairing, &c. in commission.	319	342	13	-	5	63	-	-	-	-	129	871	-	31,584	-	75	1st Division, Devonport.
Cormorant	-	76	4	695	200	Maintenance in reserve	2,411	2,358	114	-	639	2,652	9	3	1,650	890	2,051	12,765	13,634	-	-	76	In commission.
Cornwallis	-	77	60	1,809	200	Fitting, repairing, &c. in commission.	6	-	-	-	-	-	-	-	-	-	-	6	-	6	-	77	In commission. Paid off 31 March 1864.
Coquette	-	78	4	677	200	Fitting, repairing, &c. in commission.	7	-	-	-	-	-	-	-	-	-	-	7	-	7	-	78	In commission.
Cossack	-	79	20	1,296	250	Maintenance in reserve	721	926	38	-	1,378	6,417	553	-	397	519	1,905	12,854	19,169	-	-	79	Commissioned May 1863.
Cracker	-	80	2	235	60	Fitting, repairing, &c. in reserve.	2,115	2,170	114	-	92	229	-	1	296	355	951	6,322	-	-	80	Stores returned previously to being broken up at Portsmouth.	
Cressy	-	81	68	2,540	400	Maintenance in reserve	20	5	-	-	-	-	-	-	-	-	56	377	-	391	-	81	3d Division, Sheerness.
Crocus	-	82	2	234	60	Fitting, repairing, &c. in reserve.	6	5	-	-	-	-	-	16	-	-	4	20	-	2	-	82	Hauled up on slip at Haslar.
Cruizer	-	83	17	752	60	Maintenance in reserve	40	52	4	-	-	-	-	-	82	52	38	146	-	-	59	83	Repairing by Messrs. White, of Cowes.

1863-64.

No. 6.

STEAM SHIPS and VESSELS Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1863-64.																				
NAME of SHIP.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	HULL.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Propor- tion of Incl- dental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.	Total Credits for Store returned.	Net Aggregate Charge to each Ship during the Year 1863-64.	Net Credit to each Ship during the Year 1863-64.	REMARKS.		
					Materials.	Labour.	Per-centage for Deterioration, by use of Shores, Spauls, Staging, &c.				Ma- terials.	La- bour.								
Curaçoa	84	23	1,571	350	{ Fitting, repairing, &c. in commission. Ditto - in reserve	£. 333	417	£. 15	£. 1,331	£. 9,129	£. 623	£. 544	£. 39	£. 2,065	£. 13,952	£. 544	£. 20,883	£.	84	Commissioned April 1863.
Curlew	85	9	486	60	{ Fitting, repairing, &c. in commission.	750	1,591	51	8	37	11	3,650	277	1,097	7,472	-	2	-	85	In commission.
Cyclops	86	6	1,195	320	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	52	14	-	-	-	-	-	-	3	17	52	-	29	86	Stores, &c. returned, pre- viously to being sold on the 26th January 1864.
Cygnets	87	5	428	80	{ Fitting, repairing, &c. in commission.	-	1	-	-	-	-	3	-	-	6	-	-	3	87	In commission.
Daisy	88	2	216	20	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	-	-	-	-	2	-	-	-	-	2	-	7	-	88	3d Division, Portsmouth.
Dapper	89	2	234	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	1	-	-	-	-	3	-	-	1	5	-	11	-	89	2d Division, Devonport.
Dauntless	90	31	1,575	580	{ Fitting, repairing, &c. in commission. Ditto - in reserve	2	-	-	-	-	7	-	-	2	11	-	1,051	-	90	In commission.
Decoy	91	2	212	20	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	5	-	-	-	788	67	-	-	191	1,051	-	-	-	91	3d Division, Portsmouth.
Defence	92	22	3,720	600	{ Fitting, repairing, &c. in commission. Ditto - in reserve	1	-	-	-	5	-	-	-	1	6	-	8	-	92	In commission.
Defiance	93	81	3,475	800	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	1,160	1,688	66	126	1,456	397	172	101	1,065	6,211	-	6,211	-	93	3d Division, Devonport.
Delight	94	2	236	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	21	30	-	-	300	-	-	-	5	35	321	72	-	94	1st Division, Devonport.
Desperate	95	8	1,038	400	{ Fitting, repairing, &c. in commission. Ditto - in reserve	137	137	6	-	1	26	1	-	52	358	-	46	-	95	3d Division, Devonport. Paid off Nov. 1863.
Diadem	96	30	2,483	800	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	7	9	-	-	-	4	-	-	3	21	-	-	-	96	3d Division, Portsmouth.
Donegal	97	81	3,245	800	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	5	5	-	-	-	11	-	-	4	25	-	-	-	97	1st Division, Devonport.
					{ Fitting, repairing, &c. in reserve. Maintenance in reserve	82	19	-	-	1,818	384	-	-	6	25	2,284	-	2,207		
					{ Fitting, repairing, &c. in reserve. Maintenance in reserve	3	1	-	5	2	6	1	14	9	35	6	-	-		
					{ Fitting, repairing, &c. in reserve. Maintenance in reserve	15	-	-	-	48	4	-	-	4	23	-	-	-		
					{ Fitting, repairing, &c. in reserve. Maintenance in reserve	-	-	-	2	2	24	-	-	1	3	49	14	-		
					{ Fitting, repairing, &c. in reserve. Maintenance in reserve	231	365	12	6	234	-	26	-	203	1,299	26	1,522	-		
					{ Fitting, repairing, &c. in reserve. Maintenance in reserve	98	99	4	-	-	12	-	-	36	249	-	-	-		

1863-64.

No. 6.

STEAM SHIPS and VESSELS Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1863-64.															REMARKS.				
NAME of SHIP.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	HULL.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Inci- dental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.			Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1863-64.	Net Credit to each Ship during the Year 1863-64.
					Materials.	Labour.	Per-centage for Deterioration, by use, of Shores, Spauls, Staging, &c.				Ma- terials.	La- bour.							
Fenella	2	235	40	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 2	£. 2	£. 1	£. -	£. -	£. -	£. -	£. -	£. -	£. 2	£. -	£. -	£. -	120	Hauled up on slip at Haslar.
Fervent	2	233	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 3	£. 3	£. 1	£. -	£. -	£. -	£. -	£. -	£. -	£. 8	£. 1	£. -	£. -	121	1st Division, Devonport.
Fidget	2	213	20	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 1	£. 1	£. 1	£. -	£. -	£. -	£. -	£. -	£. -	£. 11	£. -	£. -	£. -	122	{ Expenses incurred previously to being broken up, 11 September 1863.
Firebrand	6	1,190	410	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 138	£. 138	£. 2	£. -	£. -	£. -	£. -	£. -	£. -	£. 170	£. 2,973	£. -	£. -	123	3d Division, Woolwich.
Firm	1	238	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 4	£. 4	£. -	£. -	£. -	£. -	£. -	£. -	£. -	£. 4	£. -	£. -	£. -	124	Paid off April 1863.
Flirt	2	213	20	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. -	£. -	£. -	£. -	£. -	£. -	£. -	£. -	£. -	£. 1	£. -	£. -	£. -	125	In reserve, Hong Kong.
Flying Fish	6	871	350	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 57	£. 24	£. -	£. -	£. -	£. -	£. -	£. -	£. -	£. 33	£. 57	£. -	£. -	126	Hauled up on slip at Haslar.
Foam	2	234	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 70	£. 142	£. 3	£. 4	£. 44	£. 10	£. 8	£. 32	£. 63	£. 392	£. -	£. -	£. -	127	3d Division, Woolwich.
Forth	12	1,258	200	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 38	£. 36	£. 1	£. -	£. 10	£. 6	£. -	£. -	£. 17	£. 108	£. -	£. -	£. -	128	1st Division, Portsmouth.
Foxhound	4	681	200	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 64	£. 74	£. 3	£. 9	£. 237	£. 11	£. 49	£. 25	£. 27	£. 179	£. -	£. -	£. -	129	2d Division, Devonport.
Frederick William	74	3,241	500	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 1,079	£. 1,190	£. 52	£. 48	£. 68	£. -	£. 43	£. 46	£. 506	£. 3,032	£. -	£. -	£. -	130	In commission.
Furious	16	1,287	400	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 10	£. 32	£. -	£. 4	£. 1	£. 37	£. -	£. 1	£. 14	£. 99	£. -	£. -	£. -	131	1st Division, Portsmouth.
Fury	6	1,124	515	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. -	£. -	£. -	£. -	£. -	£. 3	£. -	£. -	£. 2	£. 4	£. -	£. -	£. -	132	3d Division, Portsmouth.
Gaddy	2	214	20	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 6	£. 8	£. -	£. -	£. -	£. 10	£. -	£. -	£. 2	£. 9	£. -	£. -	£. -	133	3d Division, Portsmouth.
Galatea	26	3,227	800	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	£. 335	£. 27	£. 14	£. 1	£. 402	£. -	£. 43	£. -	£. 138	£. 558	£. 402	£. -	£. -	134	Hauled up on slip at Haslar.

1863-64.

No. 6.

STEAM SHIPS and VESSELS Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1863-64.																			
NAME of SHIP.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	HULL.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Inci- dental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1863-64.	Net Credit to each Ship during the Year 1863-64.	REMARKS.	
					Materials.	Labour.	Per-centage for Deterioration, by use, of Shores, Spauls, Staging, &c.				Ma- terials.	La- bour.							
Hawke	-	158	60	1,754	200	Fitting, repairing, &c. in commission.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	158	In commission.
Heda.	-	159	6	817	240	Fitting, repairing, &c. in reserve.	-	-	-	-	4	-	-	-	-	7	-	159	{ Expenses incurred previously to being sold on the 15th June 1863,
Hector	-	160	24	4,089	800	Maintenance in reserve	523	804	24	826	95	112	2	11	-	-	-	160	Commissioned January 1864.
Hermes	-	161	6	830	220	Fitting, repairing, &c. in commission.	8,359	13,996	440	324	697	313	463	5,333	35,790	42,531	-	161	3d Division, Sheerness.
Hero	-	162	79	3,148	600	Maintenance in reserve	-	-	-	-	-	-	-	14	7	14	-	162	3d Division, Sheerness.
Herring	-	163	2	236	60	Fitting, repairing, &c. in reserve.	2	1	-	6	14	-	34	6	40	-	56	163	In commission.
Highlander	-	164	2	233	60	Maintenance in reserve	146	173	7	-	55	494	236	232	1,453	1,453	-	164	1st Division, Queenstown.
Highflyer	-	165	21	1,161	250	Fitting, repairing, &c. in commission.	27,379	418	193	38	622	4	4,682	708	2,216	36,256	36,252	165	Fitting for commission, Portsmouth.
Hind	-	166	2	233	60	Fitting, repairing, &c. in commission.	2	12	-	14	83	4	400	-	91	600	597	166	In commission.
Hogue	-	167	60	1,846	450	Fitting, repairing, &c. in commission.	2	-	-	57	923	227	-	-	265	1,474	1,474	167	In commission.
Hood	-	168	79	3,308	600	Fitting, repairing, &c. in reserve.	21	21	1	-	-	-	-	7	50	91	-	168	2d Division, Sheerness.
Horatio	-	169	12	1,090	250	Maintenance in reserve	15	1	-	-	18	1	-	6	41	21	-	169	2d Division, Sheerness.
Hornet	-	170	17	753	100	Fitting, repairing, &c. in commission.	8	1	-	5	285	53	2	71	418	418	-	170	In commission.
Howe	-	171	107	4,245	1,000	Fitting, repairing, &c. in reserve.	-	38	-	-	-	-	-	6	44	445	-	171	3d Division, Devonport.
Hunter	-	172	2	237	40	Maintenance in reserve	103	198	5	-	-	36	-	59	401	1	-	172	Hauled up on ship at Haslar.
Hyana	-	173	2	236	60	Fitting, repairing, &c. in commission.	-	-	-	-	1	-	-	-	1	-	6	173	In commission.

Icarus	-	174	11	580	150	Fitting, repairing, &c. in commission.	144	227	13	173	276	64	16	19	186	1,118	-	1,118	-	174	In commission.
Immortalité	-	175	35	3,059	600	Fitting, repairing, &c. in commission.	-	-	-	-	228	5	-	-	40	268	-	268	-	175	In commission.
Impérieuse	-	176	39	2,358	360	Fitting, repairing, &c. in commission.	45	-	-	178	4,530	6	-	-	-	-	-	4,669	-	176	3d Division, Portsmouth.
Inflexible	-	177	6	1,122	378	Ditto - in reserve	86	121	6	43	1	-	1	7	52	274	43	43	-		
Intrepid	-	178	6	862	350	Maintenance in reserve	33	30	1	-	/3	-	-	-	15	91	-	-	-	177	2d Division, Portsmouth.
Irresistible	-	179	60	2,642	400	Maintenance in reserve	-	3	-	-	-	13	-	-	3	19	-	-	-	178	3d Division, Devonport.
Jackal	-	180	1	340	150	Fitting, repairing, &c. in reserve.	-	-	-	-	-	-	-	-	-	1	-	-	-	179	Preparing for commission, Sheerness.
Jackdaw	-	181	2	233	60	Maintenance in reserve	5	-	-	-	-	19	-	52	4	28	-	-	-	180	In commission.
James Watt	-	182	79	3,083	600	Fitting, repairing, &c. in commission.	3,040	2,397	116	2,761	7,021	574	46	-	2,786	18,793	-	-	-	181	3d Division, Devonport.
Janus	-	183	1	238	40	Maintenance in reserve	18	-	-	-	-	16	6	-	7	47	-	-	-	182	3d Division, Devonport.
Jaseur	-	184	5	427	80	Fitting, repairing, &c. in commission.	304	338	16	3	958	534	2,096	466	931	5,646	-	-	-	183	In commission.
Jason	-	185	21	1,711	400	Maintenance in reserve.	41	1	-	-	-	-	1	12	2	16	44	-	-	184	In commission.
Landrail	-	186	5	427	80	Fitting, repairing, &c. in commission.	2	19	-	-	-	-	-	-	4	25	-	-	-	185	Preparing for re-commission, Woolwich; paid off March 1864.
Lapwing	-	187	4	200	677	Maintenance in reserve.	148	110	4	-	-	26	-	-	50	338	-	-	-	186	Preparing for re-commission, Woolwich; paid off March 1864.
Lark	-	188	2	236	60	Fitting, repairing, &c. in commission.	73	-	-	-	-	1	-	-	-	74	-	-	-	187	4th Division, Devonport.
Leander	-	189	39	2,760	400	Maintenance in reserve.	76	61	3	4	735	59	1	24	170	1,133	-	-	-	188	1st Division, Queenstown.
Leven	-	190	3	300	80	Fitting, repairing, &c. in commission.	-	-	-	-	21	-	-	-	-	20	-	-	-	189	Commissioned April 1863.
Leveret	-	191	2	235	60	Maintenance in reserve	45	15	-	7	22	-	-	-	7	51	-	-	-	190	In commission.
Liffey	-	192	39	2,654	600	Fitting, repairing, &c. in commission.	4	28	-	40	704	-	266	2	8	43	-	-	-	191	In commission.
Linnet	-	193	2	268	60	Maintenance in reserve.	260	192	9	-	3,656	144	64	115	772	5,212	-	-	-	192	In commission.
Lion	-	194	60	2,611	400	Fitting, repairing, &c. in reserve.	39	122	4	1	-	-	-	-	32	198	-	-	-	193	2d Division, Sheerness.
Lively	-	195	2	234	60	Maintenance in reserve	-	-	-	-	-	47	2	-	8	57	-	-	-	194	Preparing for commission.
Liverpool	-	196	39	2,655	600	Fitting, repairing, &c. in commission.	2	-	-	-	-	-	-	-	-	2	-	-	-	195	Expenses incurred previously to being lost on the 23d December 1863, off the coast of Holland.
						Maintenance in reserve	11	32	-	-	14	35	47	99	43	281	-	-	-	196	Commissioned April 1863.
						Fitting, repairing, &c. in commission.	17	-	1	66	395	48	2	2	90	621	-	-	-		
						Maintenance in reserve.	-	-	-	-	1	-	-	-	-	1	-	-	-		
						Fitting, repairing, &c. in reserve.	2	-	-	-	-	4	-	-	1	7	-	-	-		
						Maintenance in reserve	191	146	8	2,356	394	1	39	5	530	3,670	-	-	-		
						Fitting, repairing, &c. in reserve.	49	22	1	-	-	23	-	-	16	111	-	-	-		
						Maintenance in reserve	7	-	-	-	13	10	-	-	6	30	-	-	-		
						Fitting, repairing, &c. in commission.	269	188	9	23	1,547	306	16	8	437	2,803	-	-	-		
						Maintenance in reserve.	-	2	-	-	43	9	-	-	9	63	-	-	-		
						Ditto - in reserve	-	-	-	-	-	3	-	-	-	3	-	-	-		
						Maintenance in reserve	-	-	-	-	-	-	-	-	-	-	-	-	-		

	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233
Medea	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mecaure	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Melpomene	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Merlin	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mersey	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Midge	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Minotaur	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mistletoe	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mutine	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nelson	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Neptune	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newcastle	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newport	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Niger	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nightingale	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nile	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nimble	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nimrod	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Oberon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ocean	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Octavia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

1863-4.

No. 8.

STEAM SHIPS and VESSELS Fitting out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1863-64.															REMARKS.				
NAME of SHIP.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	HULL.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Incidental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.		Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1863-64.	Net Credit to each Ship during the Year 1863-64.	
					Materials.	Labour.	Deterioration, by use, of Stores, Spauls, Staging, &c.				Materials.	Labour.							
					£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.		
Odin -	234	1,310	560	Fitting, repairing, &c., in commission.	2	11	-	102	2,380	253	-	-	4	17	2,735	-	2,680	234 3d Division, Portsmouth; paid off August 1863.	
Opossum -	235	235	60	Maintenance in reserve Fitting, repairing, &c., in reserve.	12	3	-	-	3 6	27 24	-	-	3	9	27	-	-	235 In reserve, Hong Kong.	
Orestes -	236	1,715	400	Fitting, repairing, &c., in commission.	-	-	-	-	5	-	-	-	5	38	-	-	38	236 In commission.	
Orion -	237	3,281	600	Fitting, repairing, &c., in reserve.	436	1	-	-	-	6	67	46	12	65	203	-	21	237 3d Division, Sheerness.	
Orlando -	238	3,740	1,000	Maintenance in reserve Fitting, repairing, &c., in commission.	74 3,696	41 3,104	2 269	- 31	- 3,173	18 305	- 324	- 165	24 2,356	159 13,423	-	-	13,423	238 In commission.	
Osprey -	239	4	682	Fitting, repairing, &c., in commission.	-	-	-	-	1,346	-	-	-	227	1,573	-	-	1,573	239 Commissioned December 1863.	
Pandora -	240	5	426	Fitting, repairing, &c., in commission.	6	68	1	-	171	4	-	-	48	294	4	-	301	240 In commission.	
Pantaloon -	241	11	574	Fitting, repairing, &c., in commission.	17	22	-	-	- 373	63	4	3	86	561	-	-	561	241 In commission.	
Parthian -	242	2	236	Fitting, repairing, &c., in reserve.	7	8	-	-	-	-	-	-	2	10	7	-	4	242 Hauled up on ship at Has- lar.	
Partridge -	243	2	234	Maintenance in reserve Fitting, repairing, &c., in reserve.	- 3	7	-	-	1	-	-	-	2	13	-	-	21	243 1st Division, Devonport.	
Pelican -	244	17	952	Maintenance in reserve Fitting, repairing, &c., in commission.	66	73	5	- 12	586	154	24	31	206	1,133	24	-	1,112	244 In commission.	
Pelorus -	245	21	1,464	Fitting, repairing, &c., in commission.	177	235	10	961	957	935	172	184	528	3,198	961	-	25,739	245 Commissioned September 1863.	
Pelter -	246	2	215	Maintenance in reserve Fitting, repairing, &c., in reserve.	4,580	4,387	241	1,290	6,495	-	1,052	1,616	3,840	23,501	-	-	-	246 Stores returned, &c., pre- viously to being broken up, February 1864.	
Pembroke -	247	60	2,758	Maintenance in reserve Fitting, repairing, &c., in commission.	-	-	-	-	34	44	-	-	1	1	43	-	-	34	247 In commission.
Pendlope -	248	16	1,616	Fitting, repairing, &c., in reserve.	-	1	-	-	1,141	106	2	-	270	1,665	-	-	1,665	248 4th Division, Portsmouth.	
Penguin -	249	5	431	Maintenance in reserve Fitting, repairing, &c., in commission.	43	3	-	-	100	8	-	-	2	14	43	-	463	249 In commission.	

REPAIRING, FITTING, &c. DURING THE FINANCIAL YEAR 1863-64.

25

Pert -	250	2	212	20	Fitting, repairing, &c. in reserve.	-	-	-	-	-	-	-	-	-	-	-	-	19	250	Stores returned previously to being broken up, March 1864.
Pet -	251	2	213	20	Fitting, repairing, &c. in reserve.	2	-	-	-	-	-	-	-	-	-	-	-	2	251	Hauled up on slip at Haslar.
Petrel -	252	11	669	150	Fitting, repairing, &c. in commission.	-	-	-	-	-	-	-	-	-	-	-	-	-	252	In commission.
Phaeton -	253	35	2,396	400	Fitting, repairing, &c. in commission.	-	-	-	-	-	-	-	-	-	-	-	-	-	253	In commission.
Pheasant -	254	2	235	60	Fitting, repairing, &c. in reserve.	59	94	3	19	24	1	17	45	262	365	-	-	-	254	1st Division, Portsmouth.
Phoenix -	255	35	2,896	500	Maintenance in reserve Fitting, repairing, &c. in commission.	22 93	35 93	1 6	20 849	9 155	- 277	16 531	103 3,333	3,452	-	-	-	-	255	In commission.
Phoenix -	256	6	809	260	Ditto - in reserve Fitting, repairing, &c. in reserve.	100 5	- 4	2 -	- -	- -	- -	- -	17 5	119 5	17	-	-	-	256	Expenses incurred pre- viously to being sold in January 1864.
Pickle -	257	2	233	60	Maintenance in reserve	-	-	-	-	4	11	2	17	-	-	-	-	-	257	Expenses incurred pre- viously to commencing breaking up at Ports- mouth on the 14th March 1864.
Pigeon -	258	2	268	60	Fitting, repairing, &c. in reserve.	6	9	-	-	-	-	2	11	6	-	-	-	-	258	1st Division, Sheerness.
Pincher -	259	2	221	60	Maintenance in reserve	296	247	13	361	88	220	124	294	1,889	1,895	-	-	19	259	Stores returned previously to being broken up the 17th February 1864 at Portsmouth.
Pioneer -	260	6	868	350	Fitting, repairing, &c. in commission.	647	7	-	4,116	150	-	-	4	666	1,266	618	-	-	260	3d Division, Portsmouth.
Plumper -	261	6	490	60	Ditto - in reserve Maintenance in reserve Fitting, repairing, &c. in reserve.	1 14 1	5 7 -	- - -	61 - 3	- 6 -	- -	1	4 6 -	11 33 1	18	-	-	-	261	2d Division, Portsmouth.
Porpoise -	262	2	234	60	Maintenance in reserve	7	1	-	-	9	-	-	3	20	-	2	-	-	262	Stores returned previously to being broken up the 22d February 1864.
Primrose -	263	2	235	60	Fitting, repairing, &c. in reserve.	7	7	-	-	-	-	-	1	8	2	-	-	-	263	Hauled up on slip at Haslar.
Prince Albert	264	4	2,529	500	Fitting, repairing, &c. in reserve.	-	-	-	-	1	-	-	-	1	295	-	-	-	264	Condensers supplied for this vessel building by Messrs. Samuda, at Millwall.
Prince Consort	265	35	4,045	1,000	Maintenance in reserve	137	156	6	334	2	1	8	114	756	40,597	-	-	-	265	Commissioned January 1864.
Prince of Wales	266	121	3,994	800	Ditto - in reserve Maintenance in reserve Fitting, repairing, &c. in reserve.	10,723 15 10	9,153 26 34	407 1 -	1,031 3 -	925 33 28	508 -	195 -	6,051 9	39,779 64 78	78	-	-	-	266	2d Division, Portsmouth.
Prince Regent	267	78	2,762	500	Maintenance in reserve Fitting, repairing, &c. in commission.	22 280	51 470	1 15	27 2,261	10 124	- 20	- 3	14 583	98 3,736	40	-	-	-	267	3d Division, Portsmouth.
Princess Royal	268	73	3,129	400	Ditto - in reserve Maintenance in reserve Fitting, repairing, &c. in commission.	480 103 12	624 15 28	24 2 2	115 15 70	- 25 39	206 79	3 59	231 24 53	1,483 109 351	5,147	-	-	-	268	Commissioned February 1864.
Procris -	269	2	235	60	Maintenance in reserve	3	-	-	-	-	-	-	-	351	351	-	-	-	269	In commission.
Prometheus	270	3	796	200	Maintenance in reserve	3	-	-	-	-	-	-	-	-	-	3	-	-	270	Value of stores returned previous to sale on the 9th March 1863.

1863-64.

No. 6.

STEAM SHIPS and VESSELS Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—*continued*.

EXPENDITURE INCURRED DURING THE YEAR 1863-64.																				
NAME of SHIP.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	HULL.				Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Inci- dental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1863-64.	Net Credit to each Ship during the Year 1863-64.	REMARKS.	
					Materials.	Labour.	Per-centage for Deterioration by use, of Shores, Spauls Staging, &c.	Materials.				Labour.								
Prompt	271	237	60	(Fitting, repairing, &c. in reserve.	£. 7	£. 7	£.	£.	£.	£.	£.	£.	£.	£. 1	£. 8	£. 7	£.	2	£.	271 Hauled up on slip at Haslar
Psyche	272	835	250	Maintenance in reserve Fitting, repairing, &c. in commission.	24	36	2	—	165	135	7	19	72	460	1	—	—	460	—	272 In commission.
Queen	273	3,249	500	(Fitting, repairing, &c. in commission. Ditto - in reserve	16	23	1	88	5,516	370	1	1	192	306	306	6,202	—	5,762	273 3d Division, Portsmouth. Paid off December 1863.	
Racehorse	274	695	200	Maintenance in reserve Fitting, repairing, &c. in commission.	102	99	3	124	27	—	—	9	39	266	19	19	471	1	—	274 In commission.
Racer	275	579	150	Fitting, repairing, &c. in reserve.	1	—	—	—	—	—	—	—	—	—	10,207	66	—	10,141	—	275 Refitting for commission.
Racon	276	1,467	400	Fitting, repairing, &c. in commission.	2,588	2,931	124	3	63	1	2,051	881	1,631	561	3,380	—	—	3,380	—	276 In commission.
Rainbow	277	235	60	(Fitting, repairing, &c. in commission. Ditto - in reserve	10	42	1	11	695	194	20	70	23	85	85	444	—	—	328	277 3d Division, Devonport. Paid off March 1864.
Rambler	278	213	20	Fitting, repairing, &c. in reserve.	—	—	—	—	—	—	—	—	—	6	1	—	—	25	—	278 3d Division, Portsmouth. { Paid off November 1863. Recommissioned Feb. 1864.
Ranger	279	427	80	Maintenance in reserve Fitting, repairing, &c. in commission.	12	25	1	12	1,911	604	4	24	443	19	3,035	1	9,289	1	—	279
Rattler	280	952	200	Ditto - in reserve Fitting, repairing, &c. in commission.	1,872	2,323	93	325	638	261	559	848	1,134	7,154	1	599	—	1	—	280 In commission.
Rattlesnake	281	1,705	400	Fitting, repairing, &c. in commission.	1	—	—	—	—	—	—	—	—	4	4	—	—	4	—	281 In commission.
Recruit	282	490	160	(Fitting, repairing, &c. in reserve. Ditto - in reserve	91	92	3	208	184	37	95	10	494	1,214	1,214	—	12,760	—	—	282 1st Division, Chatham. Commissioned in July 1863. Placed in re- serve August 1863.
Redbreast	283	233	60	Maintenance in reserve Fitting, repairing, &c. in reserve.	2	28	—	—	4	—	40	31	18	124	4	—	—	5	—	283 Hauled up on slip at Haslar
Redwing	284	236	60	(Fitting, repairing, &c. in commission. Ditto - in reserve	66	32	3	16	25	40	—	—	31	213	213	—	213	—	—	284 In commission.
Renard	285	680	200	Maintenance in reserve Fitting, repairing, &c. in commission.	96	—	—	143	801	144	21	—	5	101	101	1,109	—	—	921	285 3d Division, Sheerness. Paid off July 1863.

Renown	-	286	81	3,319	800	Fitting, repairing, &c. in reserve.	303	26	-	-	-	1	-	-	-	-	-	5	32	303	78	-	286	3d Division, Devonport.
Research	-	287	4	1,253	200	Maintenance in reserve	149	121	4	-	-	-	25	-	-	-	50	349	-	-	-	-	287	Commissioned, March 1864.
Resistance	-	288	22	3,710	600	Fitting, repairing, &c. in commission.	357	298	19	532	4,462	-	-	-	-	-	975	6,643	-	-	16,745	-	288	In commission.
Retribution	-	289	28	1,641	400	Maintenance in reserve	4,295	3,077	144	801	121	-	86	16	75	1,486	10,101	1	-	358	6,059	-	289	4th Division, Portsmouth.
Revenge	-	290	73	3,322	800	Fitting, repairing, &c. in commission.	-	1,383	45	328	2,217	605	1	128	154	1,049	6,417	3	-	-	39	-	290	In commission.
Rinaldo	-	291	17	951	200	Maintenance in reserve	9	238	20	319	2,506	109	15	-	12	728	4,194	36	-	-	4,194	-	291	In commission.
Ringdove	-	292	4	674	200	Fitting, repairing, &c. in commission.	-	-	-	-	-	-	-	-	-	-	-	8	-	-	8	-	292	In commission.
Ripple	-	293	2	293	60	Maintenance in reserve	341	-	-	-	-	-	-	-	-	-	-	341	-	-	341	-	293	1st Division, Devonport.
Rocket	-	294	2	235	60	Fitting, repairing, &c. in reserve.	59	26	2	4	1	4	-	-	-	-	17	113	-	-	144	-	294	Hauled upon slip at Haslar.
Rodney	-	295	78	2,771	500	Maintenance in reserve	7	6	-	-	-	-	13	-	-	-	5	31	6	-	5	-	295	2d Division, Sheerness.
Roebuck	-	296	6	865	175	Fitting, repairing, &c. in reserve.	6	8	-	-	-	-	-	-	-	-	2	26	-	-	27	-	296	3d Division, Portsmouth.
Rosario	-	297	11	673	150	Maintenance in reserve	1	-	-	-	-	-	10	-	-	-	14	2	-	-	16	-	297	In commission.
Rose	-	298	2	234	60	Fitting, repairing, &c. in reserve.	-	-	-	-	-	-	-	-	-	-	-	1	1	-	1	-	298	1st Division, Queenstown.
Royal Albert	-	299	107	3,726	500	Maintenance in reserve	-	-	-	-	-	-	-	-	-	-	-	2	5	-	2	-	299	3d Division, Devonport.
Royal Alfred	-	300	35	4,045	800	Fitting, repairing, &c. in reserve.	3	69	1	66	23	-	18	-	35	38	22	239	-	-	239	-	300	Fittings while building at Portsmouth.
Royal George	-	301	72	2,616	400	Maintenance in reserve	707	630	29	2,860	9,118	527	6	8	2,371	16,256	-	-	-	-	16,319	-	301	Commissioned, April 1864.
Royal Oak	-	302	35	4,056	800	Fitting, repairing, &c. in reserve.	32	6	-	-	3	18	-	-	-	10	66	-	-	3	-	-	302	Commissioned, April 1863.
Royal Sovereign	-	303	5	3,765	800	Maintenance in reserve	3,071	3,524	143	1,014	2,324	889	111	139	2,030	13,245	-	-	-	-	19,000	-	303	1st Division, Portsmouth.
Royal William	-	304	78	2,849	500	Fitting, repairing, &c. in reserve.	1,055	2,916	80	61	32	-	-	-	1	832	5,743	-	-	4,486	8,777	-	304	2d Division, Devonport.
Royalist	-	305	11	669	150	Maintenance in reserve	31	4	-	-	-	-	20	-	-	9	64	-	-	-	65	-	305	Commissioned, October 1863.
Ruby	-	306	2	217	60	Fitting, repairing, &c. in commission.	15	17	-	-	328	58	3	5	83	509	-	-	-	-	9,928	-	306	In commission.
Russell	-	307	60	1,751	200	Maintenance in reserve	2,100	1,625	79	671	3,256	284	1	6	1,391	9,413	-	-	-	-	181	-	307	3d Division, Devonport. Paid off February 1864.
						Fitting, repairing, &c. in commission.	-	3	-	-	77	27	10	35	27	181	-	-	-	-	-	-		
						Maintenance in reserve	5	12	-	4	3,784	216	-	-	-	166	182	-	-	4,005	-	3,779		
						Fitting, repairing, &c. in commission.	40	-	-	-	25	-	-	-	-	4	29	-	-	10	-	-		
						Maintenance in reserve	21	-	-	-	-	-	-	-	-	4	25	-	-	-	-	-		

1863-64.

No. 6.

STEAM SHIPS and VESSELS Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1863-64																	REMARKS.	
NAME of SHIP.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	HULL.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Propor- tion of Inci- dental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.	Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1863-64.		Net Credit to each Ship during the Year 1863-64.
					Materials.	Labour.	Percentage for Deterioration, by use of Shores, Spauls Staging, &c.				Materials.	Labour.						
					£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
Salamander -	308	6	818	Fitting, Repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	4,635	3,842	217	690	201	8	3,337	1,267	2,495	16,692	-	22,678	-	
Salamis -	309	-	835	Fitting, Repairing, &c. in reserve. Maintenance in reserve	3,297	3,595	139	11	243	8	23	97	1,268	8,681	-	2,702	-	
Sampson -	310	6	1,299	Fitting, Repairing, &c. in reserve. Maintenance in reserve	-	-	-	-	-	3	15	-	3	21	-	-	-	
Sanspareil -	311	66	2,339	Fitting, Repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	14	5	-	-	-	16	-	-	6	41	-	60	-	
Savage -	312	2	235	Fitting, Repairing, &c. in reserve.	96	34	-	3	352	-	7	31	27	99	7,438	-	7,622	
Seourge -	313	6	1,124	Fitting, Repairing, &c. in reserve.	80	14	-	1,526	5,293	679	-	-	19	29	451	-	88	
Scout -	314	21	1,462	Fitting, Repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	-	-	-	-	46	18	-	-	20	139	90	-	-	
Scylla -	315	21	1,467	Fitting, Repairing, &c. in reserve.	421	479	18	-	7,028	674	232	125	1,788	12,100	-	58	-	
Seahorse -	316	12	1,258	Fitting, Repairing, &c. in reserve. Maintenance in reserve	4,842	3,374	235	61	292	-	571	722	1,841	11,938	-	64	-	
Sepoy -	317	2	235	Fitting, Repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	-	-	-	-	-	3	-	-	1	6	-	24,044	-	
Serpent -	318	4	695	Fitting, Repairing, &c. in reserve.	43	67	3	-	-	10	-	-	21	144	-	147	-	
Severn -	319	35	2,767	Fitting, Repairing, &c. in commission. Ditto - in reserve Maintenance in reserve	42	62	2	-	69	10	-	-	34	219	6	233	-	
Shannon -	320	35	2,667	Fitting, Repairing, &c. in reserve.	1	-	-	-	-	3	6	-	1	10	-	-	-	
Sharpshooter -	321	6	503	Fitting, Repairing, &c. in commission. Ditto - in reserve	-	-	-	-	-	5	3	-	2	10	-	-	-	
				Fitting, Repairing, &c. in reserve.	6	70	-	-	678	141	-	-	3	18	-	20	-	
				Fitting, Repairing, &c. in reserve.	131	-	-	-	-	8	1	-	193	1,213	-	1,213	-	
				Fitting, Repairing, &c. in reserve.	59	60	4	-	697	55	-	3	170	948	-	948	-	
				Fitting, Repairing, &c. in reserve.	3,422	3,936	159	21	7	14	6,353	1,530	2,807	18,249	-	18,249	-	

1863-64.

No. 6.

STEAM SHIPS and VESSELS Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1863-64.															REMARKS.			
NAME of SHIP.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	HULL.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals.)	Repairs to Machinery.		Proportion of Inci- dental Expenses charged pro rata.	Total of each Head of Charge.		Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1863-64.	Net Credit to each Ship during the Year 1863-64.
					Materials.	Labour.	Per-centage for Deterioration, by use of Stores, Spauls, Staging, &c.				Materials.	Labour.						
Sutlej	346	3,066	500	Fitting, repairing, &c. in commission.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	In commission.
Swan	347	236	60	Fitting, repairing, &c. in reserve.	-	-	-	-	-	23	-	-	4	27	-	-	-	2d Division, Portsmouth. Hauled up on slip at Haslar.
Swinger	348	235	60	Fitting, repairing, &c. in reserve.	-	-	-	68	-	2	-	-	1	3	68	64	348	Hauled up on slip at Haslar.
Tartar	349	1,296	250	Maintenance in reserve	-	-	-	-	-	1	-	-	-	1	-	-	349	In commission.
Tartarus	350	695	200	Fitting, repairing, &c. in commission.	-	-	-	-	44	-	12	-	-	44	12	-	350	Fittings while building at Pembroke.
Termagant	351	1,547	310	Fitting, repairing, &c. in reserve.	-	-	-	-	-	-	-	3	-	3	-	-	351	3d Division, Portsmouth.
Terrible	352	1,850	800	Maintenance in reserve	6	19	-	29	4	45	-	-	6	31	48	18	352	1st Division, Sheerness.
Thistle	353	235	60	Fitting, repairing, &c. in reserve.	22	3	438	-	1	16	-	-	7	49	-	-	353	Stores, &c. returned, previously to being broken up in November 1863.
Thrasher	354	234	60	Maintenance in reserve	9,242	4,604	-	-	1	-	714	1,228	2,972	19,199	-	-	354	2d Division, Sheerness.
Thunder	355	1,469	150	Fitting, repairing, &c. in reserve.	-	-	-	-	36	12	-	-	-	-	48	55	355	2d Division, Chatham.
Thunderbolt	356	1,973	200	Maintenance in reserve	39	13	2	-	13	75	27	1	41	211	-	-	356	Moored at Sheerness, for protection of the Thames.
Tickler	357	232	60	Maintenance in reserve	4	47	-	-	2	10	8	-	4	26	-	-	357	Expenses incurred, and stores returned, previously to being broken up in November 1863.
Tilbury	358	234	60	Maintenance in reserve	-	-	-	-	3	28	11	22	22	137	-	-	358	1st Division, Devonport.
Topaze	359	2,659	600	Fitting, repairing, &c. in commission.	-	-	-	-	4	9	2	13	5	33	-	-	359	3d Division, Devonport. Paid off December 1863.

Torch	360	5	428	80	{ Fitting, repairing, &c. in commission.	-	-	-	-	633	65	10	-	-	-	-	-	-	703	360	{ 1st Division, Chatham. Paid off March 1864.
	361	72	2,900	500	{ Ditto - in reserve Fitting, repairing, &c. in commission.	3	4	-	5	1	-	10	14	4	23	3,581	641	3,581	-	361	{ Paid off February 1864, and re-commissioned March 1864.
Trafalgar	-	-	-	-	-	147	103	-	6	2,441	214	10	13	-	-	-	-	-	-	362	{ Value of stores returned, previously to being broken up in December 1863.
Traveller	-	2	234	60	{ Fitting, repairing, &c. in reserve.	-	-	-	-	24	-	-	-	-	-	-	-	-	24	362	{ In commission.
Tribune	-	23	1,570	300	{ Fitting, repairing, &c. in commission.	1	-	-	-	-	-	1	4	1	5	3	-	-	-	363	{ In commission.
Trident	-	3	850	350	{ Fitting, repairing, &c. in commission.	35	13	-	6	293	74	-	-	83	506	506	-	-	-	364	{ In commission.
Trinculo	-	2	273	60	{ Fitting, repairing, &c. in commission.	85	76	2	2	50	72	172	349	147	955	955	-	-	-	365	{ In commission.
Triton	-	3	654	250	{ Fitting, repairing, &c. in commission.	40	-	1	-	5	-	18	-	7	48	25	-	-	-	366	{ In commission.
Trusfy	-	14	1,539	150	{ Fitting, repairing, &c. in reserve.	16	-	-	-	-	5	-	3	1	9	-	-	7	7	367	{ 3d Division, Woolwich.
Tyrian	-	2	272	60	{ Fitting, repairing, &c. in reserve.	-	2	-	241	186	-	-	-	73	502	527	-	-	-	368	{ 1st Division, Portsmouth.
Undaunted	-	39	3,039	600	{ Fitting, repairing, &c. in reserve.	8	8	-	-	-	5	-	-	4	25	-	-	-	-	369	{ 3d Division, Sheerness.
Valiant	-	24	4,063	800	{ Fitting, repairing, &c. in reserve.	63	100	3	-	23	13	1	7	30	209	520	-	-	-	370	{ Expenses incurred in fitting while being completed by contractors in Victoria Docks.
Valorous	-	16	1,257	400	{ Fitting, repairing, &c. in commission.	58	65	3	-	502	110	5	15	171	924	8,439	-	-	-	371	{ Commissioned, April 1863.
Vesuvius	-	6	970	280	{ Ditto - in reserve Maintenance in reserve Fitting, repairing, &c. in commission.	9	133	4	6	5,337	574	129	231	1,096	7,519	1	-	-	-	372	{ In commission.
Victor	-	6	859	350	{ Fitting, repairing, &c. in reserve.	5	11	-	-	225	10	-	3	2	16	-	-	205	205	373	{ Expenses incurred, and stores returned, previously to being sold on the 14th September 1863.
Victor Emanuel	-	79	3,087	600	{ Fitting, repairing, &c. in commission.	-	-	-	212	8	-	-	-	-	-	-	-	-	475	374	{ 3d Division, Portsmouth.
Victoria	-	102	4,127	1,000	{ Ditto - in reserve Maintenance in reserve Fitting, repairing, &c. in commission.	9	23	2	9	27	-	-	-	15	49	-	-	-	375	375	{ 1st Division, Portsmouth.
Vigilant	-	4	680	200	{ Fitting, repairing, &c. in reserve.	500	803	27	135	2,120	-	-	-	636	4,221	4,294	-	-	-	376	{ In commission.
Violet	-	2	234	60	{ Maintenance in reserve Fitting, repairing, &c. in reserve.	112	132	4	16	114	24	-	-	11	73	520	-	-	-	377	{ 3d Division, Devonport.
Viper	-	4	477	80	{ Fitting, repairing, &c. in reserve.	-	-	-	-	-	5	-	-	85	525	6	-	4,503	4,503	378	{ Value of engines returned previously to being sold on the 28th April 1862.
Virago	-	6	1,059	300	{ Fitting, repairing, &c. in commission.	55	44	1	-	458	210	4	14	143	929	929	-	-	-	379	{ In commission.
Vulture	-	6	1,191	470	{ Fitting, repairing, &c. in reserve.	-	-	-	-	99	-	-	-	-	-	-	-	99	326	380	{ Expenses incurred, and stores, &c. returned, previously to being sold on the 3d October 1863.

1863-64.

No. 6.

STEAM SHIPS and VESSELS Fitting Out, Refitting, Repairs and Maintenance, in Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1863-64.														REMARKS.			
NAME of SHIP.	Num- ber of Guns.	Ton- nage.	Horse Power.	Description of Charge.	HULL.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Indirect Expenses charged <i>pro rata</i> .		Total Credits for Stores returned.	Net Aggregate Charge to each Ship during the Year 1863-64.	Net Credit to each Ship during the Year 1863-64.
					Materials.	Labour.	Per-centage for Deterioration, by use, of Stores, Spauls, Staging, &c.				Material.	Labour.					
Wanderer -	381	475	200	Fitting, repairing, &c. in commission.	£. 124	195	£. 10	£. 11	£. 434	£. 102	£. 70	£. 188	£. 216	£. 1,350	£. -	381	In commission.
Warrior -	382	6,109	1,250	Fitting, repairing, &c. in commission.	1,818	2,220	74	156	3,412	1,510	833	698	2,006	12,727	-	382	In commission.
Wasp -	383	974	100	{ Fitting, repairing, &c. in commission. Ditto - in reserve	95	98	3	825	5,019	60	25	6	1,045	7,151	25	383	{ Commissioned November 1863.
Wave -	384	235	60	{ Maintenance in reserve Fitting, repairing, &c. in reserve.	9,104	8,236	528	104	1,122	332	468	984	3,997	24,875	-	384	2d Division, Portsmouth. Hauled up on slip at Haslar.
Weazel -	385	235	60	Fitting, repairing, &c. in commission.	87	-	-	-	-	-	-	-	-	87	-	385	In commission.
Weser -	386	590	160	Fitting, repairing, &c. in commission.	-	-	-	-	17	47	-	-	11	75	-	386	In commission.
Whiting -	387	236	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	651	648	32	-	108	80	-	2	268	1,789	-	387	{ 2d Division, Portsmouth. Hauled up on slip at Haslar.
Windsor Castle -	388	3,101	500	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	10	4	-	-	-	20	-	-	6	40	-	388	2d Division, Devonport.
Wizard -	389	270	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	227	314	12	204	856	96	13	14	305	2,041	-	389	1st Division, Sheerness.
Wolf -	390	233	60	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	-	5	-	-	-	3	7	-	2	12	-	390	Hauled up on slip at Haslar.
Wolverine -	391	1,703	400	{ Fitting, repairing, &c. in reserve. Maintenance in reserve	5,947	4,402	214	1,172	193	1	31	55	2,097	14,111	-	391	1st Division, Woolwich.
Wrangler -	392	477	80	{ Fitting, repairing, &c. in commission. Ditto - in reserve	6	-	-	73	452	110	64	-	-	-	705	392	{ 3d Division, Sheerness. Paid off September 1863.
Zealous -	393	3,716	800	{ Maintenance in reserve Fitting, repairing, &c. in reserve.	5,158	2,493	154	2,464	31	-	-	117	1,757	12,174	-	393	1st Division, Pembroke,
TOTAL -	-	533,193	115,886	TOTAL -	£. 290,932	239,216	11,457	37,694	206,681	25,330	55,856	39,002	174,929	1,193,471	1,156,862	76,365	

The average cost per ton, during the year, upon the hull, &c., was, 1 l. 15 s. 2 d. The average cost per horse-power, during the year, upon the machinery, was 1 l. 4 s. 9 d.

STEAM VESSELS PERMANENTLY EMPLOYED AS TROOP, STORE, OR SURVEYING VESSELS, TENDERS, YACHTS, &c.,
FITTING OUT, REFITTING, REPAIRS, AND MAINTENANCE.

[Note.—The Figures printed in *Italics* show the Amount of Credits for Stores returned.]

EXPENDITURE INCURRED DURING THE YEAR 1863-64.

EXPENDITURE INCURRED DURING THE YEAR 1863-64.																	
NAME of SHIP.	Rate or Class of Vessel.	Ton- nage.	Horse Power.	HULL.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Incidental Expenses charged <i>pro rata</i> .	Total Charge to each Ship.	Total Credits for Stores returned.	Net Charge to each Ship during the Year 1863-64. £.	Net Credit to each Ship during the Year 1863-64. £.	REMARKS.
				Ma- terials.	La- bour.	Per- centage Deterioration, by Use of Sails, Spauls, Stagings, &c.				Ma- terials.	La- bour.						
1 Adder -	Tender -	241	100	£. 149	241	3	10	£. 89	£. 117	£. 64	66	£. 110	£. 849	-	£.	1	Tender to "Wellesley," training ship, Chatham.
2 Adventure -	Troop ship -	1,794	400	3,504	5,052	199	159	2,170	982	272	414	1,871	14,653	-	14,653	2	In commission.
3 Advice -	Tender -	197	100	-	-	-	-	32	11	1	4	7	55	-	55	3	Tender to "Hastings," flag ship at Queenstown.
4 Alberta -	Yacht -	391	160	1,994	2,080	83	28	107	15	25	68	620	5,020	-	5,020	4	Fitting for commission, Portsmouth.
5 Argus -	-	318	60	114	12	-	-	118	53	-	-	47	344	-	344	5	Coast Guard tender.
6 Asp -	Tender -	112	50	21	25	1	-	84	42	4	2½	28	230	-	230	6	Tender to "Saturn," at Pembroke, for surveying service.
7 Bann -	Small vessel	267	80	125	246	12	1	247	138	617	513	328	2,227	-	2,227	7	Tender to "Fisgard," flag ship at Woolwich, for surveying service on coast of Cornwall.
8 Banshee -	Tender -	672	350	7	19	-	-	-	4	1	-	3	34	-	34	8	3d Division, Woolwich.
9 Bee -	Tender -	42	10	62	113	4	1	21	8	11	9	33	262	-	262	9	Tender at Portsmouth.
10 Black Eagle -	Yacht -	540	260	14	32	-	-	236	31	322	975	71	733	-	733	10	Tender to "Fisgard," flag ship at Woolwich.
11 Buffalo -	Store ship	440	80	2,324	3,611	120	205	732	-	2,047	27	1,409	11,423	-	11,423	11	Refitting for home service.
12 Caradoc -	Tender -	676	350	2	167	6	-	983	111	25	51	192	1,535	-	1,535	12	In commission.
13 Chasseur -	Tender -	543	70	75	76	3	-	5	-	86	1	34	280	-	280	13	Floating Factory at Chatham.
14 Conqueror (late Waterloo).	2d rate -	2,815	500	918	773	34	4	3,106	175	4	17	730	5,761	-	5,761	14	Commissioned November 1863.
15 Coromandel -	Tender -	303	150	128	-	-	-	-	-	-	-	-	128	-	128	15	Tender to flag ship on China station.
16 Dasher -	Small vessel	260	100	67	90	4	20	202	260	30	53	105	831	-	831	16	For protection of fisheries off the coast of France.
17 Dee -	Store ship	704	220	192	233	4	3	1,838	1,101	35	37	465	3,838	-	3,838	17	Commissioned June 1863.
18 Dromedary -	Store ship	654	100	301	536	17	36	320	45	88	182	213	1,693	-	1,678	18	In commission.
19 Efuu -	Yacht -	98	40	104	288	6	2	317	61	134	125	143	1,180	-	1,180	19	Tender to Royal Yacht.
20 Enchantress -	Yacht -	835	250	797	1,689	52	335	4,495	192	36	42	1,945	8,683	-	8,683	20	Tender to "Asia," at Portsmouth.
21 Fairy -	Yacht -	312	128	120	364	10	15	559	153	29	60	192	1,502	-	1,502	21	Tender to Royal Yacht.
22 Fearless -	Tender -	165	76	327	354	17	11	3	91	143	316	193	1,455	-	1,455	22	Tender to "Cumberland," guard ship of reserve at Sheerness.
23 Firefly -	Sloop -	550	220	127	63	11	-	464	107	22	9	136	939	-	939	23	Surveying service on coast of Syria.
24 Fire Queen -	Tender -	313	120	61	90	2	11	189	87	17	21	67	545	-	545	24	Tender to "Victory," flag ship at Portsmouth.
25 Fox -	Store ship	1,131	200	261	414	13	33	264	284	2	11	207	1,485	-	1,485	25	In commission.
26 Hecate -	Sloop -	817	240	205	480	13	27	4,564	631	361	311	262	1,427	-	2,427	26	3d Division, Woolwich; paid off January 1864; employed in surveying service at Vancouver's Island.
27 Hesper -	Store ship	808	150	1	-	-	-	-	-	-	-	-	1	-	1	27	In commission.
28 Himalaya -	Troop ship	3,453	700	292	491	24	23	568	813	78	392	423	3,026	-	3,026	28	In commission.
29 Hydra -	Sloop -	818	220	5,423	4,810	228	493	5,406	5	1,900	1,688	2,908	22,861	-	22,861	29	Commissioned at Malta, November 1863, for surveying service in the Mediterranean.
30 Industry -	Store ship	638	80	363	458	17	334	526	75	61	108	292	2,234	-	2,234	30	In commission.
31 Lightning -	Tender -	100	296	63	81	4	-	81	61	21	61	51	423	-	423	31	Tender to "Saturn," stationary ship at Pembroke.

1863-64.

No. 7.

STEAM VESSELS permanently employed as Troop, Store, or Surveying Vessels, Tenders, Yachts, &c., Fitting Out, Refitting, &c.—*continued*.

EXPENDITURE INCURRED DURING THE YEAR 1863-64.																	
NAME of SHIP.	Rate or Class of Vessel.	Ton- nage.	Horse Power.	H U L L.			Masts and Yards.	Rigging and Stores.	Engineer Stores (not Coals).	Repairs to Machinery.		Proportion of Incidental Expenses charged <i>pro rata</i> .	Total Charge to each Ship.	Total Credits for Stores returned.	Net Charge to each Ship during the Year 1863-64.	Net Credit to each Ship during the Year 1863-64.	REMARKS.
				Mate- rials.	La- bour.	La- bour.				Ma- te- rials.							
											£.						
Lizard -	32	340	150	206	222	9	11	196	83	8	18	110	863	-	863	-	Tender to "Formidable," flag ship at Sheerness,
Lucifer -	33	387	180	107	145	6	-	7	144	7	2	63	467	44	453	-	Tender at Portsmouth.
Medina -	34	889	312	479	29	1	28	4,359	233	286	-	10	40	2,025	-	4,983	Stores, &c., returned previously to being broken up at Malta in March 1864.
Medusa -	35	889	312	79	177	4	-	313	174	186	177	161	1,271	-	1,271	-	Tender at Sheerness, re-commissioned September 1863.
Megara -	36	1,395	350	270	644	23	109	2,484	435	111	189	339	1,685	2,916	-	4,234	1st Division, Devonport, paid off March 1864.
Oronites -	37	2,812	500	3,982	3,353	139	572	9,788	1,850	1,468	-	3,120	25,357	-	25,357	-	Commissioned April 1863.
Osborne -	38	1,034	430	695	1,721	55	64	1,074	95	1,337	333	644	6,018	-	6,018	-	Tender to "Asia," guard ship of reserve, Ports- mouth.
Pigmy -	39	227	100	-	15	-	-	43	102	25	25	37	247	-	247	-	Tender at Portsmouth; paid off 31 December 1863; re-commissioned 1 January 1864.
Pike -	40	111	50	-	-	-	-	-	80	-	-	12	92	-	92	-	Tender to "Royal Adelaide," flag ship at Devon- port.
Porcupine -	41	382	132	44	18	-	6	163	2	17	4	53	307	-	307	-	Surveying vessel, tender to "Fisgard."
Princess Alice -	42	270	120	28	29	1	-	46	41	6	2	21	168	6	162	-	Tender to "Royal Adelaide," flag ship, Devon- port.
Rhadamanthus -	43	813	220	663	281	9	96	4,230	450	1,888	1,983	671	4,782	2,444	2,638	-	Expenses incurred and stores returned previously to being broken up at Sheerness in Feb. 1864.
Rifleman -	44	486	100	-	-	-	-	-	-	7	-	1	8	-	8	-	In commission.
Rosamond -	45	1,089	280	-	6	-	-	-	4	1	-	1	8	4	-	-	Floating Factory at Portsmouth.
Seagull -	46	236	60	3	1	-	-	-	5	26	-	4	39	-	39	-	3rd Division reserve at Devonport.
Seamew -	47	330	60	914	1	1	-	148	66	2,538	-	32	3,699	-	3,699	-	Coast Guard Tender.
Shamrock -	48	233	60	211	1	-	-	214	60	600	-	36	1,122	-	1,122	-	In commission, Tender to "Fisgard," for sur- veying service on coast of Ireland.
Simoom -	49	1,980	400	43	6	-	5	3	-	479	209	130	824	21	803	-	3rd Division, Portsmouth.
Speedy -	50	273	100	109	168	7	26	363	64	1,135	305	317	2,494	-	2,494	-	Tender to "Dasher," for protection to Fisheries.
Sprightly -	51	234	100	1,658	1,787	112	117	200	78	1,288	415	887	6,542	-	6,542	-	Tender to "Victory," flag ship at Portsmouth.
Supply -	52	638	80	436	402	17	245	385	200	156	240	316	2,397	-	2,397	-	In commission.
Tamar -	53	2,812	500	6,178	4,703	192	1,403	9,288	729	275	166	3,191	26,125	-	26,125	-	Commissioned October 1863.
Urgent -	54	1,981	400	3,099	3,188	198	46	294	7	906	1,093	1,267	9,768	340	9,418	-	3rd Division, Portsmouth.
Victoria and Albert -	55	2,345	600	1,291	2,445	85	133	2,866	101	463	477	1,166	8,564	763	8,401	-	In commission.
Vivid -	56	352	160	795	1,225	42	31	345	100	2,306	996	871	6,711	-	6,711	-	Tender to "Fisgard," flag ship at Woolwich.
Volcano -	57	720	140	145	259	11	4	33	28	43	-	79	559	43	546	-	Floating Factory at Portsmouth.
Vulcan -	58	1,764	400	15	-	-	-	-	-	266	595	-	15	-	15	-	In commission.
Wildfire -	59	186	76	256	380	14	-	75	54	1,880	-	240	1,880	-	1,880	-	Tender to "Formidable," flag ship at Sheerness.
Wye -	60	700	100	1,823	1,707	110	300	406	230	1,778	1,724	1,192	9,270	-	9,270	-	In commission.
TOTAL	-	-	-	39,201	45,801	1,922	4,543	42,170	7,802	22,279	15,987	27,156	216,971	10,410	211,077	4,216	

Note.—The average cost per ton during the year upon the Hull, &c. was 3 l. 5 s. 6 d. The average cost per horse-power during the year, upon the Machinery, was 4 l. 6 s. 3 d.

SAILING SHIPS AND VESSELS FITTING OUT, REFITTING, REPAIRS, AND MAINTENANCE, IN COMMISSION AND RESERVE.

[Note.—The Figures printed in *Italics* show the amount of Credits for Stores, &c. returned.]

EXPENDITURE INCURRED DURING THE YEAR 1863-64.																
NAME of SHIP.	Guns.	Tonnage.	When Launched.	DESCRIPTION OF CHARGE.	HULL.				Masts and Yards.	Rigging and Stores.	Proportion of Incidental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.	Total Credits for Stores Returned.	Net Aggregate Charge to each Ship during the Year 1863-64.	Net Credit to each Ship during the Year 1863-64.	REMARKS.
					Materials.	Labour.	Deterioration, by Use, of Shores, Spauls, Staging, &c.									
							£.	£.								
Achille -	1	78	1,981	1798	Fitting, repairing, &c. in reserve.	-	-	-	1	-	-	£. 1	£. -	£. -	-	1 In reserve, Sheerness.
Africaine -	2	44	1,173	1827	Maintenance in reserve	26	-	-	-	-	5	31	-	32	-	2 Signal and divisional ship, Chatham.
Amazon -	3	26	1,078	1821	Maintenance in reserve	2	-	-	1	-	-	4	-	4	-	3 Stores returned previously to being sold the 11th September 1863.
America -	4	50	1,758	1810	Maintenance in reserve	64	-	-	-	-	-	-	335	-	335	4 In reserve, Devonport.
Amethyst -	5	26	923	1844	Maintenance in reserve	13	-	-	22	-	6	41	-	41	-	5 In reserve, Chatham.
Amphirite -	6	25	1,068	1816	Maintenance in reserve	2	-	-	-	-	-	-	2	-	2	6 Lent for reception of men constructing fort behind Plymouth Breakwater.
Andromeda -	7	44	1,215	1829	Maintenance in reserve	4	-	-	-	-	-	-	916	-	916	7 Stores returned previously to being sold the 29th January 1864.
Arachne -	8	18	602	1847	Maintenance in reserve	6	-	-	3	-	1	4	6	-	2	8 In reserve, Devonport.
Asia -	9	-	2,289	1824	Fitting, repairing, &c., in commission.	72	-	-	8	-	272	1,416	-	1,416	-	9 Guard ship, steam reserve, Portsmouth.
Atalanta -	10	16	552	1847	Maintenance in reserve	40	-	-	-	-	-	-	10	-	10	10 In reserve, Devonport.
Calcutta -	11	-	2,039	1831	Fitting, repairing, &c., in reserve.	519	-	-	1,136	-	7	2,134	-	918	-	11 Preparing for gunnery ship, at Portsmouth.
Calypso -	12	18	784	1845	Maintenance in reserve	36	-	-	11	-	3	14	4,230	53	-	12 In reserve, Chatham.
Cambrian -	13	40	1,625	1841	Maintenance in reserve	4	-	-	41	-	8	53	-	9	-	13 In reserve, Devonport.
Cambridge -	14	-	2,139	1815	Fitting, repairing, &c., in commission.	6	-	-	2	-	1	9	-	1,208	-	14 Gunnery ship, Devonport.
Canopus -	15	-	2,257	1796	Fitting, repairing, &c., in commission.	496	-	-	28	-	269	1,208	-	1,571	-	15 Recommissioned as receiving ship at Devonport.
Cerberus -	16	42	1,079	1827	Maintenance in reserve	91	-	-	133	-	250	1,571	-	47	-	16 Divisional ship, Devonport.
Chichester -	17	50	1,501	1843	Maintenance in reserve	17	-	-	3	-	7	47	-	15	-	17 In reserve, Sheerness.
Circe -	18	42	1,079	1827	Fitting, repairing, &c., in reserve.	13	-	-	-	-	1	5	-	19	-	18 Divisional ship, Devonport.
Clarence -	19	-	2,288	1827	Maintenance in reserve	4	-	-	-	-	2	14	-	213	-	19 Lent to the Catholic Reformatory Society, at Liverpool.
Clyde -	20	42	1,081	1828	Fitting, repairing, &c., in reserve.	12	-	-	4	-	119	213	-	29	-	20 Divisional ship, Sheerness.
Creole -	21	26	923	1845	Maintenance in reserve	7	-	-	10	-	3	19	-	14	-	21 To be a drill-ship for naval reserve, for Glasgow.

1863-64.

No. 8.

SAILING SHIPS and VESSELS Fitting Out, Refitting, Repairs, and Maintenance, in Commission and Reserve—continued.

EXPENDITURE INCURRED DURING THE YEAR 1863-64.																	
NAME of SHIP.	Guns.	Tonnage.	When Launched.	DESCRIPTION or CHARGE.	HULL.				Masts and Yards.	Rigging and Stores.	Proportion of Incidental Expenses charged, pro rata.	Total of each Head of Charge.	Total Credits for Stores Returned.	Net Aggregate Charge to each Ship during the Year 1863-64.	Net Credit to each Ship during the Year 1863-64.	REMARKS.	
					Mate- rials.	Labour.	Per-centage for Deterioration, by Use, of Shores, Spauls, Staging, &c.	Total Credits for Stores Returned.									
Cumberland	22	2,214	1842	Fitting, repairing, &c., in commission.	£. 393	£. 252	£. 15	£. 667	£. 719	£. 455	£. 2,501	£. -	£. 2,501	£. -	22	Guard ship of steam reserve, Sheerness; re-commissioned 1st January 1864.	
Daphne	23	726	1838	Maintenance in reserve	2	-	-	-	-	-	2	-	-	2	-	23	In reserve, Chatham.
Diamond	24	1,055	1848	Fitting, repairing, &c., in reserve.	7	-	-	-	-	66	85	-	-	-	-	24	In reserve, Chatham.
Diana	25	1,083	1822	Maintenance in reserve	30	151	-	-	-	25	212	25	272	-	-	25	Signal divisional ship, Chatham.
Eurydice	26	921	1843	Maintenance in reserve	8	3	-	-	-	-	2	13	-	13	-	26	Fitting for sea-going training ship for naval cadets, Portsmouth.
Excellent	27	2,311	1810	Maintenance in reserve	-	1	-	-	-	-	1	-	-	1	-	27	Gunnery ship, Portsmouth.
Fantome	28	483	1839	Fitting, repairing, &c., in commission.	95	116	2	-	-	2,515	508	-	3,236	-	-	28	In reserve, Chatham.
Fisgard	29	1,069	1819	Maintenance in reserve	1	-	-	-	-	-	-	1	-	1	-	29	Flag ship, Woolwich.
Flora	30	1,634	1844	Fitting, repairing, &c., in commission.	13	8	-	-	-	290	59	-	370	-	-	30	In reserve, Devonport.
Formidable	31	2,289	1825	Maintenance in reserve	16	22	-	-	-	-	7	45	-	45	-	31	Flag ship, Sheerness.
Foudroyant	32	2,062	1798	Fitting, repairing in commission	203	101	8	-	-	587	208	-	1,107	-	-	32	Armstrong guns placed on board for exercising seamen of the fleet, Devonport.
Frolic	33	509	1842	Maintenance in reserve	8	9	-	-	-	3	3	-	23	-	-	33	In reserve, Chatham.
Ganges	34	2,255	1821	Maintenance in reserve	20	80	-	-	-	-	17	117	-	117	-	34	Stores returned previously to being placed in reserve at Sheerness.
Hamadryad	35	1,082	1823	Fitting, repairing, &c., in reserve.	-	-	-	-	-	-	-	-	-	-	330	35	Divisional ship, Devonport.
Hibernia	36	2,550	1804	Fitting, repairing, &c., in commission.	114	2	-	-	-	-	4	6	114	-	-	36	Guard and receiving ship at Malta.
Hindustan	37	2,050	1841	Maintenance in reserve	10	3	-	-	-	78	21	112	-	112	-	37	In reserve, Devonport.
Hound	38	360	1846	Maintenance in reserve	83	73	5	-	-	330	96	587	-	587	-	38	In reserve, Devonport.
Illustrious	39	1,746	1803	Fitting, repairing, &c., in commission.	14	-	-	-	-	-	2	16	-	16	-	39	For instruction in Armstrong gun drill, Portsmouth.
Indefatigable	40	2,047	1848	Maintenance in reserve	41	19	-	-	-	1	6	26	41	15	-	40	In reserve, Devonport.
Indus	41	2,098	1839	Fitting, repairing, &c., in commission.	17	12	-	-	-	-	61	135	-	135	-	41	Guard ship of steam reserve, Devonport; re-commissioned 1st January 1864.
Invincible	42	1,674	1808	Maintenance in reserve	-	-	-	-	-	910	-	-	910	-	910	42	Stores returned previously to being broken up in January 1861.
Iris	43	907	1840	Maintenance in reserve	8	11	-	-	-	-	3	22	-	22	-	43	In reserve Chatham.
Lancaster	44	1,476	1823	Maintenance in reserve	1	-	-	-	-	-	-	1	-	1	-	44	Expense incurred previously to being sold the 17th February 1864.
Larne	45	463	1829	Fitting, repairing, &c., in reserve.	21	1	-	-	-	-	4	26	-	26	-	45	In reserve, Sheerness.

1863-64.

No. 9.

SAILING VESSELS PERMANENTLY EMPLOYED AS TROOP, STORE, OR SURVEYING VESSELS, TENDERS, YACHTS, &c.,
FITTING OUT, REFITTING, REPAIRS, AND MAINTENANCE.

Note.—The Figures printed in *Italics* show the Amount of Credits for Stores returned.

Expenditure incurred during the Year 1863-64.															
NAME OF SHIP.	Rate or Class of Vessel.	Tonnage.	When Launched.	H U L L.			Masts and Yards.	Rigging and Stores.	Proportion of Incidental Expenses charged <i>pro rata</i> .	Total of each Head of Charge.	Total Credits for Stores Returned.	Net Aggregate Charge to each Ship during the Year 1863-64.	Net Credit to each Ship during the Year 1863-64.	REMARKS.	
				Materials.	Labour.	Per-centage for Deterioration, by Use, of Stores, Spauls, Staging, &c.									
Active (Coast Guard Tender.)	1	Cutt	-	101	1837	£. 115	£. 2	£. -	£. 62	£. 17	£. 196	£. -	£. 196	£. -	1 Coast Guard Tender, Hastings.
Active, Training Ship	2	5	-	1,627	1845	1,411	1,253	57	832	513	4,112	-	4,112	-	Drill Ship for Royal Naval Reserve, Sunderland.
Activeon -	3	6	-	620	1831	19	4	-	40	3	26	10	16	-	Surveying Ship in Reserve, Chatham.
Adler -	4	Cutt	-	53	1838	31	-	-	89	13	133	-	133	-	Coast Guard Tender, Ramsgate.
Adelaide	5	Cutt	-	18	Purchased 1862	-	-	-	48	6	54	-	54	-	Coast Guard Tender, Leith.
Æolus -	6	5	-	1,077	1825	9	1	-	1	1	12	-	12	-	In Reserve, Portsmouth.
Amphitrite	7	Cutt	-	60	1843	36	-	-	-	-	36	-	36	-	Coast Guard Tender, Skibbereen.
Azov -	8	Tender	-	94	1855	2	3	-	11	2	18	-	18	-	Tender to "Hibernia" at Malta.
Badger -	9	Cutt	-	60	1843	412	-	-	82	-	501	-	501	-	Coast Guard Tender, Greenock.
Bantry -	10	Cutt	-	27	1835	56	-	-	-	-	56	-	56	-	Coast Guard Tender, sold 23d December 1863.
Boscawen	11	3	-	2,213	1844	27	39	1	1,388	228	1,693	-	1,693	-	Training Ship for Boys, Southampton.
Brilliant	12	6	-	954	1814	335	-	-	57	8	65	-	65	-	Drill Ship for Royal Naval Reserve, Dundee.
Britannia	13	1	-	2,616	1820	67	11	6	1,009	197	1,558	-	1,558	-	Training Ship for Boys, Dartmouth.
Cameleon	14	Cutt	-	89	1835	67	-	-	132	18	217	-	217	-	Coast Guard Tender, Littlehampton.
Castor -	15	5	-	1,293	1832	-	-	-	324	54	378	-	378	-	Drill Ship for Royal Naval Reserve, North Shields.
Ceres -	16	Cutt	-	25	Purchased 1830	-	1	-	49	7	57	-	57	-	Ketch for Harbour Master, Falmouth.
Chance -	17	Cutt	-	60	1863	-	-	-	86	12	98	-	98	-	Coast Guard Tender, Falmouth.
Chatham	18	Yacht	-	104	1842	10	21	-	31	11	75	-	75	-	Tender at Chatham.
Dædalus	19	6	-	1,082	1826	-	-	-	56	8	64	-	64	-	Drill Ship for Royal Naval Reserve, Bristol.
Defence	20	Cutt	-	60	1848	132	1	-	118	15	266	-	266	-	Coast Guard Tender, Weymouth.
Desmond	21	Cutt	-	68	1837	135	-	-	5	1	141	-	141	-	Coast Guard Tender, Galway.
Despatch	22	Cutt	-	30	1841	-	-	-	87	5	53	-	53	-	Coast Guard Tender, Blackwater.
Dolphin	23	Cutt	-	80	1861	-	-	-	45	8	196	-	196	-	Coast Guard Tender, Yarmouth.
Eagle (Coast Guard Tender.)	24	Cutt	-	100	1844	77	-	-	103	16	221	-	221	-	Coast Guard Tender, Weymouth.
Eagle (Drill Ship)	25	4	-	1,723	1804	-	-	-	195	26	71	-	71	-	Drill Ship for Royal Naval Reserve, Liverpool.
Egmont	26	3	-	1,780	1810	-	-	-	71	-	75	-	75	-	Store and Hospital Ship, Rio de Janeiro.
Eliza	27	Cutt	-	60	1847	45	-	-	30	-	4	-	4	-	Coast Guard Tender, Kinsale.
Elizabeth	28	Cutt	-	19	-	-	-	-	3	1	42	-	42	-	Coast Guard Station Tender, Fowey.
Fairy -	29	Cutt	-	24	1839	-	-	-	37	5	32	-	32	-	Coast Guard Tender, Aldborough.
Fanny -	30	Cutt	-	153	1831	22	-	-	9	1	32	-	32	-	Coast Guard Tender, Kingstown.

[illegible]

Note.—The average cost per ton during the year was 14 s. 10 d.

Ship	No.	Tons	1864	1863	1862	1861	1860	1859	1858	1857	1856	1855	1854	1853	1852	1851	1850	1849	1848	1847	1846	1845	1844	1843	1842	1841	1840	1839	1838	1837	1836	1835	1834	1833	1832	1831	1830	1829	1828	1827	1826	1825	1824	1823	1822	1821	1820	1819	1818	1817	1816	1815	1814	1813	1812	1811	1810	1809	1808	1807	1806	1805	1804	1803	1802	1801	1800	1799	1798	1797	1796	1795	1794	1793	1792	1791	1790	1789	1788	1787	1786	1785	1784	1783	1782	1781	1780	1779	1778	1777	1776	1775	1774	1773	1772	1771	1770	1769	1768	1767	1766	1765	1764	1763	1762	1761	1760	1759	1758	1757	1756	1755	1754	1753	1752	1751	1750	1749	1748	1747	1746	1745	1744	1743	1742	1741	1740	1739	1738	1737	1736	1735	1734	1733	1732	1731	1730	1729	1728	1727	1726	1725	1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696	1695	1694	1693	1692	1691	1690	1689	1688	1687	1686	1685	1684	1683	1682	1681	1680	1679	1678	1677	1676	1675	1674	1673	1672	1671	1670	1669	1668	1667	1666	1665	1664	1663	1662	1661	1660	1659	1658	1657	1656	1655	1654	1653	1652	1651	1650	1649	1648	1647	1646	1645	1644	1643	1642	1641	1640	1639	1638	1637	1636	1635	1634	1633	1632	1631	1630	1629	1628	1627	1626	1625	1624	1623	1622	1621	1620	1619	1618	1617	1616	1615	1614	1613	1612	1611	1610	1609	1608	1607	1606	1605	1604	1603	1602	1601	1600	1599	1598	1597	1596	1595	1594	1593	1592	1591	1590	1589	1588	1587	1586	1585	1584	1583	1582	1581	1580	1579	1578	1577	1576	1575	1574	1573	1572	1571	1570	1569	1568	1567	1566	1565	1564	1563	1562	1561	1560	1559	1558	1557	1556	1555	1554	1553	1552	1551	1550	1549	1548	1547	1546	1545	1544	1543	1542	1541	1540	1539	1538	1537	1536	1535	1534	1533	1532	1531	1530	1529	1528	1527	1526	1525	1524	1523	1522	1521	1520	1519	1518	1517	1516	1515	1514	1513	1512	1511	1510	1509	1508	1507	1506	1505	1504	1503	1502	1501	1500	1499	1498	1497	1496	1495	1494	1493	1492	1491	1490	1489	1488	1487	1486	1485	1484	1483	1482	1481	1480	1479	1478	1477	1476	1475	1474	1473	1472	1471	1470	1469	1468	1467	1466	1465	1464	1463	1462	1461	1460	1459	1458	1457	1456	1455	1454	1453	1452	1451	1450	1449	1448	1447	1446	1445	1444	1443	1442	1441	1440	1439	1438	1437	1436	1435	1434	1433	1432	1431	1430	1429	1428	1427	1426	1425	1424	1423	1422	1421	1420	1419	1418	1417	1416	1415	1414	1413	1412	1411	1410	1409	1408	1407	1406	1405	1404	1403	1402	1401	1400	1399	1398	1397	1396	1395	1394	1393	1392	1391	1390	1389	1388	1387	1386	1385	1384	1383	1382	1381	1380	1379	1378	1377	1376	1375	1374	1373	1372	1371	1370	1369	1368	1367	1366	1365	1364	1363	1362	1361	1360	1359	1358	1357	1356	1355	1354	1353	1352	1351	1350	1349	1348	1347	1346	1345	1344	1343	1342	1341	1340	1339	1338	1337	1336	1335	1334	1333	1332	1331	1330	1329	1328	1327	1326	1325	1324	1323	1322	1321	1320	1319	1318	1317	1316	1315	1314	1313	1312	1311	1310	1309	1308	1307	1306	1305	1304	1303	1302	1301	1300	1299	1298	1297	1296	1295	1294	1293	1292	1291	1290	1289	1288	1287	1286	1285	1284	1283	1282	1281	1280	1279	1278	1277	1276	1275	1274	1273	1272	1271	1270	1269	1268	1267	1266	1265	1264	1263	1262	1261	1260	1259	1258	1257	1256	1255	1254	1253	1252	1251	1250	1249	1248	1247	1246	1245	1244	1243	1242	1241	1240	1239	1238	1237	1236	1235	1234	1233	1232	1231	1230	1229	1228	1227	1226	1225	1224	1223	1222	1221	1220	1219	1218	1217	1216	1215	1214	1213	1212	1211	1210	1209	1208	1207	1206	1205	1204	1203	1202	1201	1200	1199	1198	1197	1196	1195	1194	1193	1192	1191	1190	1189	1188	1187	1186	1185	1184	1183	1182	1181	1180	1179	1178	1177	1176	1175	1174	1173	1172	1171	1170	1169	1168	1167	1166	1165	1164	1163	1162	1161	1160	1159	1158	1157	1156	1155	1154	1153	1152	1151	1150	1149	1148	1147	1146	1145	1144	1143	1142	1141	1140	1139	1138	1137	1136	1135	1134	1133	1132	1131	1130	1129	1128	1127	1126	1125	1124	1123	1122	1121	1120	1119	1118	1117	1116	1115	1114	1113	1112	1111	1110	1109	1108	1107	1106	1105	1104	1103	1102	1101	1100	1099	1098	1097	1096	1095	1094	1093	1092	1091	1090	1089	1088	1087	1086	1085	1084	1083	1082	1081	1080	1079	1078	1077	1076	1075	1074	1073	1072	1071	1070	1069	1068	1067	1066	1065	1064	1063	1062	1061	1060	1059	1058	1057	1056	1055	1054	1053	1052	1051	1050	1049	1048	1047	1046	1045	1044	1043	1042	1041	1040	1039	1038	1037	1036	1035	1034	1033	1032	1031	1030	1029	1028	1027	1026	1025	1024	1023	1022	1021	1020	1019	1018	1017	1016	1015	1014	1013	1012	1011	1010	1009	1008	1007	1006	1005	1004	1003	1002	1001	1000	999	998	997	996	995	994	993	992	991	990	989	988	987	986	985	984	983	982	981	980	979	978	977	976	975	974	973	972	971	970	969	968	967	966	965	964	963	962	961	960	959	958	957	956	955	954	953	952	951	950	949	948	947	946	945	944	943	942	941	940	939	938	937	936	935	934	933	932	931	930	929	928	927	926	925	924	923	922	921	920	919	918	917	916	915	914	913	912	911	910	909	908	907	906	905	904	903	902	901	900	899	898	897	896	895	894	893	892	891	890	889	888	887	886	885	884	883	882	881	880	879	878	877	876	875	874	873	872	871	870	869	868	867	866	865	864	863	862	861	860	859	858	857	856	855	854	853	852	851	850	849	848	847	846	845	844	843	842	841	840	839	838	837	836	835	834	833	832	831	830	829	828	827	826	825	824	823	822	821	820	819	818	817	816	815	814	813	812	811	810	809	808	807	806	805	804	803	802	801	800	799	798	797	796	795	794	793	792	791	790	789	788	787	786	785	784	783	782	781	780	779	778	777	776	775	774	773	772	771	770	769	768	767	766	765	764	763	762	761	760	759	758	757	756	755	754	753	752	751	750	749	748	747	746	745	744	743	742	741	740	739	738	737	736	735	734	733	732	731	730	729	728	727	726	725	724	723	722	721	720	719	718	717	716	715	714	713	712	711	710	709	708	707	706	705	704	703	702	701	700	699	698	697	696	695	694	693	692	691	690	689	688	687	686	685	684	683	682	681	680	679	678	677	676	675	674	673	672	671	670	669	668	667	666	665	664	663	662	661	660	659	658	657	656	655	654	653	652	651	650	649	648	647	646	645	644	643	642	641	640	639	638	637	636	635	634	633	632	631	630	629	628	627	626	625	624	623	622	621	620	619	618	617	616	615	614	613	612	611	610	609	608	607	606	605	604	603	602	601	600	599	598	597	596	595	594	593	592	591	590	589	588	587	586	585	584	583	582	581	580	579	578	577	576	575	574	573	572	571	570	569	568	567	566	565	564	563	562	561	560	559	558	557	556	555	554	553	552	551	550	549	548	547	546	545	544	543	542	541	540	539	538	537	536	535	534	533	532	531	530	529	528	527	526	525	524	523	522	521	520	519	518	517	516	515	514	513	512	511	510	509	508	507	506	505	504	503	502	501	500	499	498	497	496	495	494	493	492	491	490	489	488	487	486	485	484	483	482	481	480	479	478	477	476	475	474	473	472	471	470	469	468	467	466	465	464	463	462	461	460	459	458	457	456	455	454	453	452	451	450	449	448	447	446	445	444	443	442
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1863-64.

No. 11.

BREAKING UP OLD SHIPS AND VESSELS.

[Note.—The Figures printed in *Italics* show the Amount of Credit for Stores returned on taking to Pieces, &c.]

Expenditure incurred and Credits realised during the Year 1863-64.																
NAME OF SHIP.	Rate or Class of Ship.	No. of Guns.	Tonnage.	Horse Power.	HULL.						Machinery.		En-gineers' Stores.	Proportion of Incidental Expenses charged <i>pro rata</i> on Expendi-ture.	Total Net Credit.	Where and when broken up.
					Materials.	Labour.	£. 2 per Cent. for Deterioration, by use, of Stores, Spauls, &c. on Expenditure.	Masts and Yards.	Rigging and Stores.	Materials.	Labour.					
Africa (late Euryalus)	1	5	946	-	8	-	-	-	-	-	-	-	-	8	1	Sold to Mr. Recano, at Gibraltar, 16 August 1860, after having been partially taken to pieces.
African	2	Tug	295	90 P.	52	-	-	-	-	-	-	-	-	52	2	Sheerness, 18 December 1862. (Completed.)
Atholl	3	6	503	-	630	162	3	-	-	-	-	-	22	443	3	Devonport, 18 April 1863. (Completed.)
Badger	4	Gun boat	219	60 S.	140	10	-	-	-	-	-	-	1	129	4	Portsmouth. Preparing to break up.
Beacon	5	Gun boat	234	60 S.	129	7	-	-	-	1	7	-	2	112	5	Portsmouth. Preparing to break up.
Beaver	6	Gun boat	236	60 S.	127	9	-	-	-	-	-	-	1	147	6	Portsmouth. Preparing to break up.
Brazen	7	Gun boat	235	60 S.	128	8	-	-	-	-	-	-	1	119	7	Portsmouth. Preparing to break up.
Bullfinch	8	Gun boat	234	60 S.	276	18	-	-	-	1	7	-	4	246	8	Portsmouth. Preparing to break up.
Carnation	9	Gun boat	233	60 S.	148	96	3	-	-	948	6	-	14	1,977	9	Sheerness, 15 May 1863. (Completed.)
Caroline	10	Gun boat	234	60 S.	18	-	-	-	-	-	-	-	-	18	10	Portsmouth, 15 February 1862. (Completed.)
Cochin	11	Gun boat	233	60 S.	199	-	-	-	6	970	-	1	-	4,474	11	Sheerness, 26 March 1863. (Completed.)
Cracker	12	Gun boat	235	60 S.	148	29	-	-	-	93	32	-	9	171	12	Portsmouth. Commenced 15 March 1864.
Duncan	13	3	1,761	-	4,982	1,024	-	-	-	-	-	-	137	3,824	13	Chatham, 5 October 1863. (Completed.)
Dwarf	14	Gun boat	214	20 S.	398	89	-	-	-	441	-	-	12	1,278	14	Deptford, 11 September 1863. (Completed.)
Fidget	15	Gun boat	213	20 S.	894	89	-	-	-	593	+	-	12	1,390	15	Deptford, 11 September 1863. (Completed.)

Flirt Fly	-	-	-	-	213 108	2	-	16 17	Gun boat Barge	80 S. -	74 470	3 34	-	1	-	-	-	42	7	-	1 5	16 17	Portsmouth, Preparing to break up. Woolwich, 1 December 1863. (Completed.)
Grinder	-	-	-	-	235	2	-	18	Gun boat	60 S.	264	16	-	-	-	-	-	-	-	-	2	18	Portsmouth. Preparing to break up.
Java	-	-	-	-	1,458	-	-	19	4	-	6	-	-	-	-	-	-	-	-	-	-	19	Portsmouth, 27 November 1862. (Completed.)
Manley	-	-	-	-	238	2	-	20	Gun boat	60 S.	989	101	-	-	-	-	-	83	19	16	20	Deptford, 25 January 1864. (Completed.)	
Masiff	-	-	-	-	237	2	-	21	Gun boat	60 S.	4,035	89	-	-	-	-	-	693	27	12	21	Deptford, 10 October 1863. (Completed.)	
Medina	-	-	-	-	389	1	-	22	Small vessel	312 P.	2,723	203	-	-	-	-	-	2,422	237	60	22	Malta, March 1864. (Completed.)	
Meteor	-	-	-	-	1,469	14	-	23	Floating battery	150 S.	62	-	-	-	-	-	-	8	-	-	23	Portsmouth, 24 January 1862. (Completed.)	
Midge	-	-	-	-	209	2	-	24	Gun boat	20 S.	562	111	-	-	-	-	-	42	1	1	24	Portsmouth. Preparing to break up.	
Mortar Vessel, No. 9	-	-	-	-	119	-	-	25	-	-	-	-	-	-	-	-	-	-	-	15	25	Chatham, 3 November 1863. (Completed.)	
Pelter	-	-	-	-	215	2	-	26	Gun boat	60 S.	955	87	-	-	-	-	-	86	20	15	26	Deptford, 1 February 1864. (Completed.)	
Pert	-	-	-	-	212	2	-	27	Gun boat	20 S.	354	77	-	-	-	-	-	87	29	15	27	Portsmouth, 12 March 1864. (Completed.)	
Pickle	-	-	-	-	233	2	-	28	Gun boat	60 S.	9	22	-	-	-	-	-	32	27	7	28	Portsmouth. Commenced 14 March 1864.	
Pincher	-	-	-	-	221	2	-	29	Gun boat	60 S.	731	87	-	1	-	-	-	2	2	12	29	Portsmouth, 17 February 1864. (Completed.)	
Pluto	-	-	-	-	365	2	-	30	Tug	100 P.	-	-	-	-	-	-	-	3	-	-	30	Sheerness, 26 March 1861. (Completed.)	
Porpoise	-	-	-	-	234	2	-	31	Gun boat	60 S.	681	78	-	1	-	-	-	53	48	18	31	Portsmouth, 22 February 1864. (Completed.)	
Powerful	-	-	-	-	2,296	2	-	32	Gun boat	60 S.	81	62	-	3	-	-	-	-	-	20	32	Portsmouth. Preparing to break up.	
Primrose	-	-	-	-	237	2	-	33	Gun boat	60 S.	-	1	-	-	-	-	-	-	-	-	33	Portsmouth. Preparing to break up.	
Prompt	-	-	-	-	237	2	-	34	Gun boat	60 S.	-	1	-	-	-	-	-	3	21	3	34	Portsmouth. Preparing to break up.	
Ready	-	-	-	-	240	2	-	35	Gun boat	40 S.	491	77	-	1	-	-	-	65	28	15	35	Portsmouth, 25 January 1864. (Completed.)	
Rennie	-	-	-	-	41	-	-	36	Tank vessel	-	69	15	-	-	-	-	-	-	-	2	36	Chatham, 12 June 1863. (Completed.)	
Rhadamanthus	-	-	-	-	813	-	-	37	Store ship	220 P.	4,509	377	-	12	-	-	-	6,420	56	67	37	Sheerness, 8 February 1864. (Completed.)	
Savage	-	-	-	-	235	2	-	38	Gun boat	60 S.	1,977	101	-	1	-	-	-	65	37	19	38	Portsmouth, 4 January 1864. (Completed.)	
Spey	-	-	-	-	33	2	-	39	Gun boat	60 S.	1,950	95	-	-	-	-	-	498	17	15	39	Deptford, 16 December 1863. (Completed.)	
Sultan	-	-	-	-	1,751	2	-	40	3	60 S.	4,116	612	-	14	-	-	-	-	-	93	40	Portsmouth, 28 January 1864. (Completed.)	
Swinger	-	-	-	-	235	2	-	41	Gun boat	60 S.	342	22	-	-	-	-	-	5	15	5	41	Portsmouth. Preparing to break up.	
Thistle	-	-	-	-	235	2	-	42	Gun boat	60 S.	939	93	-	-	-	-	-	530	17	15	42	Deptford, 21 November 1863. (Completed.)	
Thrush	-	-	-	-	243	2	-	43	Gun boat	40 S.	124	70	-	1	-	-	-	75	32	14	43	Portsmouth, 14 March 1864. (Completed.)	
Tickler	-	-	-	-	232	2	-	44	Gun boat	60 S.	930	92	-	-	-	-	-	509	16	15	44	Deptford, 21 November 1863. (Completed.)	
Tiny	-	-	-	-	211	2	-	45	Gun boat	20 S.	546	72	-	1	-	-	-	30	17	13	45	Portsmouth, 28 January 1864. (Completed.)	
Traveller	-	-	-	-	234	2	-	46	Gun boat	60 S.	904	95	-	1	-	-	-	97	40	19	46	Portsmouth, 28 December 1863. (Completed.)	
TOTAL											-	-	-	£.	30,469	4,242	43	6	-	-	1	709	39,273

Note.—For statement showing the amounts realised by the sale of Her Majesty's ships and vessels during the year, see Appendix, No. 4, p. 110.

1863-64.

No. 12.

BUILDING AND MAINTENANCE OF YARD CRAFT, COAL DEPÔTS, STEAM TUGS, AND BOATS FOR YARD SERVICE
(NOT IN COMMISSION).

[Note.—The Figures printed in *Italics* show the Amount of Credits for Stores, &c. returned.]

EXPENDITURE DURING THE YEAR 1863-64.														
Yards to which belonging.	Name and Description of Yard Craft.	Tonnage.	H U L L.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Incidental Expenses charged <i>pro rata</i> .	Net Charge during the Year 1863-64.	Net Credit during the Year 1863-64.	
			Materials.	Labour.	Per-Centage for Deterioration, by use, of Stores, Spauls, Staging, &c.				Materials.	Labour.				
Deptford	1 Staunch	131	29	43	1	-	20	-	£.	£.	13	106	£.	1
	2 Van	100	-	-	-	-	7	-	-	-	1	8	-	2
	3 Deptford	-	122	141	9	-	-	-	-	-	43	315	-	3
	4 Yard and Harbour Boats 8 in number	-	88	148	6	-	78	-	-	-	43	363	-	4
	5 Aigle	990	68	15	2	-	18	-	-	-	17	120	-	5
	6 Bustler	217	179	152	8	-	26	85	-	425	169	1,322	-	6
	7 Falmouth	159	22	18	-	35	93	-	-	-	31	199	-	7
	8 Fly	107	1	70	1	-	39	-	-	-	10	43	-	8
	9 Kite	300	6	4	-	32	397	242	-	-	2	-	-	9
	10 Manœuvrer	143	212	466	21	107	94	-	-	-	137	635	-	10
Woolwich	11 Mercury	1,084	10	26	1	-	54	-	-	13	104	-	-	11
	12 Monkey	211	3,612	2,097	162	4	80	57	1,876	717	1,219	9,824	-	12
	13 Sinbad	106	151	148	7	8	90	-	-	-	64	468	-	13
	14 Swift	42	24	25	1	-	7	-	-	-	8	65	-	14
	15 Tank Vessels	-	7	11	-	-	-	-	-	-	3	21	-	15
	16 Yard and Harbour Boats	-	34	191	7	-	-	-	-	-	55	287	-	16
	17 Yard Lighters, No. 1	112	13	10	-	-	-	-	-	-	3	26	-	17
	18 Ditto	112	15	2	-	-	-	-	-	-	3	19	-	18
	19 Ditto	-	30	41	-	-	1	-	-	-	10	82	-	19
	20 Ditto	-	36	63	1	-	-	-	-	-	14	114	-	20
21 Ditto	-	11	22	-	-	-	-	-	-	5	38	-	21	
Deptford	22 Aid	154	22	23	-	22	116	-	-	-	44	227	-	22
	23 Chatham	1,691	64	42	-	-	669	-	-	-	125	900	-	23
	24 Dredge Vessel	-	3	26	-	2	44	-	1	2	12	90	-	24
	25 Duck	111	290	278	-	30	210	-	-	-	119	927	-	25
	26 Dove	134	26	17	-	18	34	-	-	-	15	110	-	26
	27 Fire Floats	81	10	21	-	-	1	-	2	-	4	38	-	27
	28 Hope	46	199	116	3	6	146	-	-	-	82	552	-	28

1863-64.

No. 12.

BUILDING and MAINTENANCE of Yard Craft, Coal Depôts, Steam Tugs, and Boats, for Yard Service (not in Commission)—continued.

EXPENDITURE DURING THE YEAR 1863-64.													
Yards to which belonging.	Name and Description of Yard Craft.	Tonnage.	H U L L.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Incidental Expenses charged <i>pro rata</i> .	Net Charge during the Year 1863-64.	Net Credit during the Year 1863-64.
			Materials.	Labour.	Per-Centage for Deterioration, by use, of Shores, Spauls, Staging, &c.				Materials.	Labour.			
			£.	£.	£.	£.	£.	£.	£.	£.	£.	£.	
85	Maidstone	947	2	9	-	7	75	-	52	-	15	108	85
86	Malabar	1,715	36	225	1	-	41	-	-	-	17	95	86
87	Mortar Float, No. 145	-	99	225	7	-	-	-	-	-	46	377	87
88	Myrtle	116	21	41	1	26	22	79	73	35	45	343	88
89	Mud Barge, No. 3	45	1	5	-	-	-	-	-	-	1	7	89
90	Ditto - No. 9	45	60	86	3	-	-	-	-	-	21	170	90
91	Ditto - Hopper	-	20	24	-	-	3	-	-	-	6	53	91
92	Orestes	460	17	7	-	-	162	-	-	-	31	217	92
93	Pet	213	236	30	1	-	24	-	-	-	8	-	93
94	Pitt	1,751	74	79	2	-	26	35	9	9	39	295	94
95	Port Patrick	301	4	8	-	-	106	45	226	420	117	926	95
96	Portsmouth	102	7	17	-	-	76	-	-	-	15	115	96
97	Snapper	218	246	28	1	-	20	-	42	-	9	-	97
98	Yard and Harbour Boats	-	515	792	32	-	238	-	-	-	243	1,820	98
99	Steam Launch, No. 4	-	276	13	5	-	8	3	240	541	168	1,254	99
100	Yard Lighters, No. 1	-	5	11	-	-	16	-	-	-	5	37	100
101	Ditto - No. 2	-	201	174	8	-	57	-	-	-	65	505	101
102	Ditto - No. 3	-	54	62	2	-	18	-	-	-	24	160	102
103	Ditto - No. 4	-	15	33	-	-	26	-	-	-	17	91	103
104	Ditto - No. 5	-	37	16	-	-	28	-	-	-	14	96	104
105	Ditto - No. 6	-	-	2	1	-	1	-	-	-	-	3	105
106	Ditto - No. 1	-	140	192	8	-	-	-	-	-	59	399	106
107	Ditto - No. 2	-	54	86	3	-	-	-	-	-	17	52	107
108	Ditto - No. 3	-	18	15	1	-	-	-	-	-	4	38	108
109	Ditto - No. 4	-	36	45	1	-	-	-	-	-	11	93	109
110	Ditto - No. 5	-	20	54	1	-	4	-	-	-	11	90	110
111	Ditto - No. 7	-	12	19	-	-	-	-	-	-	4	35	111
112	Ditto - No. 8	-	4	6	-	-	1	-	-	-	1	12	112
113	Ditto - No. 9	-	7	3	-	-	-	-	-	-	1	11	113
114	Ditto - No. 10	-	11	10	-	-	-	-	-	-	3	24	114
115	Beechus	1,084	41	43	1	-	-	-	-	-	11	96	115
116	Confiance	295	794	153	21	1	162	54	121	255	238	1,799	116
117	Devon	154	182	179	9	4	107	-	-	-	89	570	117

Portsmouth-continued

Portsmouth—continued

1 8 6 3 - 6 4.

No. 12.

BUILDING and MAINTENANCE of Yard Craft, Coal Depôts, Steam Tugs, and Boats, for Yard Service (not in Commission)—*continued*.

EXPENDITURE DURING THE YEAR 1863-64.													
Yards to which belonging.	Name and Description of Yard Craft.	Tonnage.	H U L L.			Masts and Yards.	Rigging and Stores.	Engineers' Stores (not Coals).	Repairs to Machinery.		Proportion of Incidental Expenses charged <i>pro rata</i> .	Net Charge during the Year 1863-64.	Net Credit during the Year 1863-64.
			Materials.	Labour.	Per-Centage for Deterioration, by use, of Shores, Spauls, Staging, &c.				Materials.	Labour.			
{ Royal Victoria - (Victualling Yard.)	166 Ann Eliza - - - - -	83	£. 2	£. 4	£. -	£. -	£. -	£. -	£. -	£. -	£. 1	£. 7	£. 166
	167 Ant - - - - -	107	- 5	2	-	-	32	-	-	-	5	39	- 167
	168 Lion - - - - -	84	-	7	-	-	3	-	-	-	2	17	- 168
	169 Louisa - - - - -	81	81	78	-	-	33	-	-	-	28	225	- 169
	170 Mary - - - - -	78	89	119	6	124	22	-	-	-	52	412	- 170
	171 Widgeon - - - - -	163	1,515	1,230	90	-	68	120	974	1,014	746	5,517	- 171
172 Wight - - - - -	69	4	3	-	-	33	-	-	-	5	45	- 172	
{ Royal Clarence	173 Alpheus - - - - -	55	-	-	-	-	25	-	-	4	29	- 173	
	174 Bat - - - - -	75	-	4	-	-	69	-	-	11	80	- 174	
	175 Bessie - - - - -	55	1	5	-	70	60	-	-	18	154	- 175	
	176 Bounty - - - - -	35	-	-	-	-	30	-	-	5	35	- 176	
	177 Chester - - - - -	164	17	18	1	-	96	-	20	5	21	178	- 177
	178 Hoys and Boats - - - - -	-	-	-	-	-	79	-	-	-	11	90	- 178
{ Royal William -	179 Swale - - - - -	70	-	1	-	-	35	-	-	6	42	- 179	
	180 Wallace - - - - -	206	75	108	4	16	48	72	40	51	58	472	- 180
	181 Arthur - - - - -	73	852	741	55	62	93	-	-	284	2,087	- 181	
	182 Coronation - - - - -	78	15	28	1	7	56	-	-	15	115	- 182	
	183 Cremit - - - - -	75	-	-	-	-	35	-	-	7	49	- 183	
	184 Hythe - - - - -	67	-	-	-	-	27	-	-	4	31	- 184	
{ Royal William -	185 Minx - - - - -	303	10	14	1	-	1	41	177	97	49	388	- 185
	186 Plym - - - - -	76	2	10	-	-	24	-	-	6	42	- 186	
	187 Thais - - - - -	302	-	17	1	-	73	75	40	51	213	- 187	
	188 Wasp - - - - -	49	-	-	-	-	20	-	-	3	23	- 188	
	189 Hoys and Boats - - - - -	-	38	-	1	-	78	-	-	16	133	- 189	
	Total - - - - -		£.	39,013	20,342	923	670	9,044	1,128	9,270	6,101	10,426	98,412

A P P E N D I X.

Appendix, No. 1.

	Page.
Detailed Statement of the Expenses incurred on the Hull of Her Majesty's Ship "Achilles," as well as for new Plant - - - - -	50

Appendix No. 2.

Statement showing the Cost per Ton for Material and Labour for the Hulls of Ships built at Her Majesty's Dockyards, and Launched during the Year 1863-64 -	109
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Appendix, No. 3.

Statement showing the Value of Stores sent from the Home Yards in the Financial Year 1863-64 to Foreign Yards and Stations from which no returns of Expen- diture on Ships are received - - - - -	109
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Appendix, No. 4.

Statement showing the Amounts brought to Account between the 1st April 1863 and 31st March 1864, for the Sale of Her Majesty's Ships and Vessels - -	110
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Appendix, No. 1.

AN ABSTRACT of the DETAILED ACCOUNT of the CHARGES incurred at CHATHAM DOCKYARD, in Building and Fitting Her Majesty's Ship "ACHILLES," between the 1st April 1863 and 31st March 1864, as shown at page 6.

DESCRIPTION OF CHARGE.	For Details, see Page	Materials.		Workmanship.		TOTAL.	
		£.	s. d.	£.	s. d.	£.	s. d.
"Achilles" Building - - - - -	51	85,816	5 11	82,533	7 6	168,349	13 5
Ditto Fitting—Hull - - - - -	74	20,739	10 11	7,454	13 2	28,194	4 1
Ditto ditto Masts and Yards - - - - -	89	589	- -	-	-	589	- -
Ditto ditto Rigging and Stores - - - - -	89	765	- -	-	-	765	- -
Ditto ditto Machinery - - - - -	89	53	- -	825	- -	878	- -
Incidental Yard Expenses charged direct to the Vessel, viz.:							
Expense of moving and mooring the Vessel - - -	90	52	16 -	14	17 8	67	13 8
Hawsers for launching, &c. - - - - -	90	76	19 1	-	-	76	19 1
Landing, receiving, and depositing Stores - - -	90	12	6 9	115	18 6	128	5 3
Forwarding Stores to the Ship - - - - -	90	4	16 1	-	-	4	16 1
Repairing and fitting moveable Plant used in building and fitting "Achilles" - - - - -	93	352	18 6	310	15 4	663	11 10
Wages of Boats' Crews in attendance on Shipwright, Officers, &c. - - - - -	96	-	-	-	17 8	-	17 8
Wages of Apprentices while attending School - - -	96	-	-	31	18 8	31	18 8
Allowances to Artificers for teaching Apprentices their Trades - - - - -	96	-	-	151	11 9	151	11 9
Allowances for hurts - - - - -	96	-	-	495	10 2	495	10 2
Allowances for holidays - - - - -	97	-	-	1,320	16 5	1,320	16 5
Coals, Candles, &c. for the Offices of Officers superintending the Works - - - - -	99	-	9 4	-	-	-	9 4
Sweeping Chimneys and Flues - - - - -	99	-	-	-	5 8	-	5 8
Clearing the Dock of Sullage - - - - -	99	-	-	-	15 8	-	15 8
Delivering rejected Stores to Contractors - - -	99	-	-	2	14 2	2	14 2
Workmen's Wages attending examination for promotion - - -	99	-	-	12	10 5	12	10 5
Coffins for Men accidentally killed on the Ship - - -	99	1	19 6	1	4 1	3	3 7
Shores, Spauls, Stage Deals, &c. - - - - -	100	126	17 3	-	-	126	17 3
Rope for Guys and Stages, &c. - - - - -	100	11	10 6	-	-	11	10 6
Timber, Blocks, &c., for launching - - - - -	100	16	- 7	10	11 4	26	11 11
Stores issued to Workmen on loan, and repairing the same - - -	101	1,320	13 5	1,585	11 3	2,906	4 8
Blocks, Brows, &c., for the use of the Ship, while building, in Dock - - - - -	107	19	13 10	11	12 6	31	6 4
TOTAL Expense of Building and Fitting "Achilles" - - - - -	£.	109,959	15 8	94,880	11 11	204,840	7 7

NOTE.—In addition to the above expenses at Chatham, charges of 2,075 l. at Woolwich, 2 l. at Portsmouth, and 19 l. at Pembroke, have been incurred.

NEW PLANT not charged to "ACHILLES."

DESCRIPTION OF CHARGE.	For Details, see Page	Materials.		Workmanship.		TOTAL.	
		£.	s. d.	£.	s. d.	£.	s. d.
Chests, cupboards, &c. for the preservation of stores - - -	91	23	6 2	7	9 2	30	15 4
Cranes, capstans, crabs, winches, &c. - - - - -	91	41	10 -	83	6 8	124	16 8
Carts, waggons, barrows, &c. - - - - -	92	14	6 10	-	-	14	6 10
Fire-engines, buckets, &c. - - - - -	92	60	8 1	-	-	60	8 1
Making and erecting new machinery - - - - -	93	64	9 1	62	8 11	126	18 -
Moveable plant of the establishment - - - - -	107	319	6 -	7	3 3	326	9 3
Fixed plant of the establishment - - - - -	108	31	17 3	19	5 4	51	2 7
TOTAL Expense for New Plant not charged to "Achilles" - - - - -	£.	555	3 5	179	13 4	734	16 9

DETAILED ACCOUNT of the CHARGES incurred at CHATHAM DOCKYARD, in Building and Fitting Her Majesty's Ship "Achilles," as well as for New Plant, between the 1st April 1863 and 31st March 1864.

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
	Tons. cwt. qrs. lbs.	£. s. d.		£. s. d.	£. s. d.
<i>"Achilles"—Building:</i>					
Beams—Wrought iron beams - - -	36 14 0 12	23 - -	ton	844 4 5	
Ditto - ditto " - - -	11 15 1 12	22 - -	"	258 17 10	
Ditto - ditto " - - -	3 11 1 23	20 10 -	"	73 4 9	
Ditto - ditto " - - -	1 1 2 1	20 - -	"	21 10 2	
Ditto - ditto " - - -	2 13 0 0	20 10 -	"	54 6 6	
Ditto - ditto " - - -	27 1 1 16	20 - -	"	541 7 10	
Ditto Iron, new, of sorts - - -	0 9 0 3	9 11 -	"	4 6 -	
Ditto Wrought iron carlings - - -	1 6 3 13	21 - -	"	28 4 2	
Ditto - ditto - - -	1 11 0 0	19 15 -	"	30 12 3	
Ditto - ditto - - -	0 10 3 7	19 5 -	"	10 8 1	
Ditto - ditto - - -	6 17 3 7	19 - -	"	130 18 5	
Ditto - ditto - - -	0 17 3 14	18 15 -	"	16 15 2	
Ditto - ditto - - -	0 4 3 7	18 5 -	"	4 7 10	
Ditto - ditto - - -	1 9 2 21	17 15 -	"	26 6 11	
Ditto - ditto - - -	0 9 1 21	17 5 -	"	8 2 9	
Ditto Knees, iron - - -	48 No.	5 10 -	each	264 - -	
Ditto - ditto - - -	48 "	2 15 -	"	132 - -	
Ditto - ditto new bar, above	1 12 1 27	- 7 7	cwt.	27 9 7	
Bilge Keels—Iron, new angle	0 8 2 22	8 17 2½	ton	3 17 -	
Bottom Plates—Iron, new plate	0 19 0 7	21 18 9	"	20 18 2	
Ditto - ditto - - -	0 18 2 14	21 10 3½	"	20 - 8	
Ditto - ditto - - -	1 16 2 7	21 1 10½	"	38 11 2	
Ditto - ditto - - -	3 10 3 21	20 13 5½	"	73 6 4	
Ditto - ditto - - -	1 17 1 14	15 9 -	"	28 17 5	
Ditto - ditto - - -	1 1 1 14	24 - 11½	"	25 14 -	
Ditto - ditto - - -	0 19 2 0	22 7 2½	"	21 16 -	
Ditto - ditto - - -	1 18 3 21	21 18 9	"	42 14 2	
Ditto - ditto - - -	1 17 0 14	21 10 3½	"	39 18 9	
Ditto - ditto - - -	0 17 3 0	20 13 5½	"	18 6 11	
Ditto - ditto - - -	1 12 2 0	19 8 1½	"	31 10 8	
Ditto - ditto - - -	1 11 0 21	18 19 8½	"	29 12 1	
Ditto - ditto - - -	1 7 0 14	17 5 11½	"	23 9 2	
Ditto - ditto - - -	0 12 2 21	16 9 - 3½	"	10 8 8	
Ditto - ditto - - -	0 15 3 0	18 19 8½	"	14 18 11	
Ditto - ditto - - -	0 15 0 21	18 11 3	"	14 1 11	
Ditto - ditto - - -	1 15 1 21	20 13 5½	"	36 12 6	
Ditto - ditto - - -	1 13 2 21	19 16 6½	"	33 7 10	
Ditto - ditto - - -	1 11 2 0	18 19 8½	"	29 18 -	
Ditto - ditto - - -	1 9 0 0	18 2 9½	"	26 6 1	
Ditto - ditto - - -	1 8 2 7	17 14 4½	"	25 6 1	
Ditto - ditto - - -	2 1 1 14	17 5 11½	"	35 15 6	
Ditto - ditto - - -	1 19 2 0	16 17 6	"	33 6 7	
Ditto - ditto - - -	0 12 0 0	16 - 7½	"	9 12 4	
Ditto - ditto - - -	1 1 2 14	24 - 11½	"	26 - -	
Ditto - ditto - - -	1 15 3 0	20 13 5½	"	36 19 -	
Ditto - ditto - - -	2 5 0 21	18 19 8½	"	42 17 9	
Ditto - ditto - - -	1 9 3 14	18 2 9½	"	27 1 11	
Ditto - ditto - - -	3 11 0 2	17 14 4½	"	62 18 3	
Ditto - ditto - - -	0 13 0 12	16 17 6	"	11 1 2	
Ditto - ditto - - -	1 5 3 14	16 9 - 3½	"	21 5 8	
Ditto - ditto - - -	1 14 3 14	15 12 2½	"	27 4 4	
Ditto - ditto - - -	1 14 0 7	15 3 9	"	25 17 3	
Ditto - ditto - - -	1 1 1 0	14 15 3½	"	15 13 9	
Ditto - ditto - - -	2 0 2 14	14 6 10½	"	29 2 8	
Ditto - ditto - - -	0 19 2 21	13 18 5½	"	13 14 -	
Ditto - ditto - - -	1 16 3 14	13 10 -	"	24 17 10	
Ditto - ditto - - -	1 12 1 0	12 13 11½	"	20 8 2	
Ditto - ditto - - -	0 13 3 14	11 7 9½	"	7 18 -	
Ditto - ditto - - -	2 16 3 0	13 10 -	"	38 6 1	
Box, Keelson—Iron new angle	0 9 3 0	8 8 9	"	4 2 3	
Ditto - ditto " - - -	2 6 0 10	8 8 9	"	19 8 10	
Ditto - ditto plate - - -	0 8 0 14	12 13 1½	"	5 2 6	
Ditto - ditto " - - -	0 7 3 0	12 4 8½	"	4 14 10	
Ditto - ditto " - - -	0 13 1 7	11 7 9½	"	7 11 7	
Ditto - ditto " - - -	0 5 2 0	10 10 11½	"	2 18 -	
Ditto - ditto " - - -	9 18 0 14	12 4 8½	"	121 3 10	

Carried forward - - - £. 3,761 17 3

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	3,761 17 3	
<i>"Achilles" Building—continued.</i>					
	Tons. cwt. qrs. lbs.				
Breast Hooks—Iron new angle - $\frac{9}{16}$ inch	2 15 1 19	8 17 2 $\frac{1}{4}$	ton	24 10 11	
Ditto - ditto plate - $\frac{3}{8}$ "	3 14 3 7	21 10 3 $\frac{1}{4}$	"	80 9 7	
Ditto - ditto - $\frac{3}{8}$ "	1 16 2 0	21 1 10 $\frac{1}{2}$	"	38 9 11	
Ditto - ditto - $\frac{3}{8}$ "	0 14 3 7	11 16 3	"	8 15 -	
Ditto - ditto - $\frac{3}{8}$ "	0 6 0 14	10 19 4 $\frac{1}{2}$	"	3 7 2	
Ditto - ditto - $\frac{3}{8}$ "	0 14 0 21	17 14 4 $\frac{1}{2}$	"	12 11 4	
Bulkheads—Iron armour plates - 6 inches	10 16 3 3	35 10 -	"	384 15 7	
Ditto - ditto - $\frac{1}{2}$ "	10 12 1 21	33 15 -	"	358 9 9	
Ditto - ditto - $\frac{1}{2}$ "	45 19 0 14	30 15 -	"	1,416 16 11	
Ditto - new angle - $\frac{3}{8}$ inch	27 18 0 0	8 8 9	"	235 8 1	
Ditto - ditto bar, above $\frac{1}{2}$ "	0 3 3 26	- 7 7	cwt.	1 10 2	
Ditto - ditto flats - $\frac{1}{16}$ "	6 13 2 19	7 11 10 $\frac{1}{2}$	ton	50 15 -	
Ditto - ditto plate - $\frac{1}{16}$ "	1 18 0 7	8 17 2 $\frac{1}{4}$	"	16 16 9	
Ditto - ditto - $\frac{1}{16}$ "	1 5 0 24	9 5 7 $\frac{1}{2}$	"	11 13 10	
Ditto - ditto - $\frac{1}{16}$ "	4 3 0 0	10 2 6	"	42 - 3	
Ditto - ditto - $\frac{1}{16}$ "	4 2 0 14	10 19 4 $\frac{1}{2}$	"	45 - 9	
Ditto - ditto - $\frac{1}{16}$ "	10 15 1 14	11 7 9 $\frac{1}{2}$	"	122 12 -	
Ditto - ditto - $\frac{1}{16}$ "	9 7 1 0	11 16 3	"	110 11 9	
Ditto - ditto - $\frac{1}{16}$ "	14 14 3 14	12 4 8 $\frac{1}{2}$	"	180 7 6	
Ditto - ditto - $\frac{1}{16}$ "	13 8 2 4	12 13 1 $\frac{1}{2}$	"	169 17 11	
Ditto - ditto - $\frac{1}{16}$ "	8 3 0 14	13 10 -	"	110 2 2	
Ditto - ditto - $\frac{1}{16}$ "	14 19 2 14	13 18 5 $\frac{1}{4}$	"	208 11 -	
Ditto - ditto - $\frac{1}{16}$ "	3 10 0 1	11 5 -	"	39 7 7	
Ditto - ditto - $\frac{1}{16}$ "	9 11 3 0	9 14 - $\frac{3}{4}$	"	93 - 5	
Ditto - ditto - $\frac{1}{16}$ "	10 17 2 21	13 1 6 $\frac{3}{4}$	"	142 6 9	
Ditto - ditto - $\frac{1}{16}$ "	3 13 0 14	14 6 10 $\frac{1}{2}$	"	52 8 10	
Ditto - ditto - $\frac{1}{16}$ "	1 1 2 14	14 15 3 $\frac{1}{2}$	"	15 19 3	
Ditto - ditto - $\frac{1}{16}$ "	4 18 0 14	10 10 11 $\frac{1}{4}$	"	51 14 8	
Ditto - ditto - $\frac{1}{16}$ "	0 6 2 14	11 7 9 $\frac{1}{2}$	"	3 15 5	
Ditto - ditto - $\frac{1}{16}$ "	1 4 3 21	16 - 7 $\frac{1}{2}$	"	19 19 9	
Ditto - ditto - $\frac{1}{16}$ "	0 11 3 0	12 5 -	"	7 3 11	
Ditto - ditto - $\frac{1}{16}$ "	2 3 3 12	17 5 -	"	37 16 6	
Ditto - ditto - $\frac{1}{16}$ "	0 10 3 7	15 5 -	"	8 4 10	
Ditto - ditto - $\frac{1}{16}$ "	1 15 2 15	14 5 -	"	25 7 9	
Ditto - ditto - $\frac{1}{16}$ "	0 10 0 26	12 5 -	"	6 5 4	
Ditto - ditto - $\frac{1}{16}$ "	1 10 2 17	13 5 -	"	20 6 1	
Ditto - ditto - $\frac{1}{16}$ "	4 14 2 7	10 10 11 $\frac{1}{4}$	"	49 17 4	
Ditto - ditto - $\frac{1}{16}$ "	0 6 2 7	11 7 9 $\frac{1}{2}$	"	3 14 8	
Ditto - ditto - $\frac{1}{16}$ "	4 13 3 2	14 5 -	"	66 16 2	
Ditto - ditto - $\frac{1}{16}$ "	1 10 3 19	15 5 -	"	23 11 6	
Ditto - ditto - $\frac{1}{16}$ "	1 2 0 2	13 5 -	"	14 11 9	
Ditto - ditto - $\frac{1}{16}$ "	2 13 1 21	14 15 3 $\frac{1}{2}$	"	39 8 11	
Ditto - ditto - $\frac{1}{16}$ "	2 4 0 14	15 3 9	"	33 10 2	
Ditto - ditto - $\frac{1}{16}$ "	0 7 0 21	8 17 2 $\frac{1}{4}$	"	3 3 8	
Ditto - ditto - $\frac{1}{16}$ "	0 16 2 21	8 17 2 $\frac{1}{4}$	"	7 7 10	
Ditto - ditto - $\frac{1}{16}$ "	0 8 2 14	13 1 6 $\frac{3}{4}$	"	5 12 9	
Ditto - ditto - $\frac{1}{16}$ "	2 1 1 14	14 6 10 $\frac{1}{2}$	"	29 13 6	
Ditto - ditto - $\frac{1}{16}$ "	5 19 2 12	7 11 10 $\frac{1}{2}$	"	45 8 3	
Ditto - ditto - $\frac{1}{16}$ "	21 8 2 0	8 17 2 $\frac{1}{4}$	"	189 16 1	
Butt Straps—Iron new plate - $\frac{7}{16}$ "	3 7 1 0	8 17 3 $\frac{1}{2}$	"	29 15 9	
Deck Plating ditto - $\frac{3}{16}$ "	3 2 2 21	9 14 - $\frac{1}{4}$	"	30 8 2	
Ditto - ditto - $\frac{3}{16}$ "	1 11 2 14	10 2 6	"	16 3 11	
Ditto - ditto - $\frac{3}{16}$ "	2 4 3 7	10 10 11 $\frac{1}{4}$	"	23 12 6	
Ditto - ditto - $\frac{3}{16}$ "	1 17 0 14	10 19 4 $\frac{1}{2}$	"	20 7 2	
Ditto - ditto - $\frac{3}{16}$ "	0 13 2 0	11 7 9 $\frac{1}{2}$	"	7 13 8	
Ditto - ditto - $\frac{3}{16}$ "	0 13 0 0	9 5 7 $\frac{1}{2}$	"	6 - 8	
Ditto - ditto - $\frac{3}{16}$ "	1 7 0 21	8 17 2 $\frac{1}{4}$	"	12 - 10	
Ditto - ditto - $\frac{3}{16}$ "	0 16 2 16	9 5 7 $\frac{1}{2}$	"	7 14 5	
Ditto - ditto - $\frac{3}{16}$ "	0 4 2 16	9 14 - $\frac{1}{4}$	"	2 5 -	
Ditto - ditto - $\frac{3}{16}$ "	0 3 0 8	8 17 2 $\frac{1}{4}$	"	1 7 2	
Ditto - ditto - $\frac{3}{16}$ "	0 8 2 0	9 5 7 $\frac{1}{2}$	"	3 18 10	
Ditto - ditto - $\frac{3}{16}$ "	0 4 3 4	9 14 - $\frac{1}{4}$	"	2 6 5	
Carried forward - - - £.				8,595 14 9	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—contd.

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	8,595 14 9	
"Achilles" Building—continued.	Tons. cwt. qrs. lbs.				
Dunnage Iron—Iron $\frac{1}{2}$ round - $\frac{3}{4}$ inch	21 13 0 25	8 17 2 $\frac{1}{2}$	ton	191 18 -	
Rudder " with fittings, &c. complete -	1 No.	- - -	-	1,132 19 1	
Edge Strips—Iron new plate - $\frac{1}{16}$ "	Tons. cwt. qrs. lbs.	8 17 2 $\frac{1}{2}$	ton	1 19 -	
Ditto - ditto - $\frac{1}{8}$ "	5 18 1 7	10 10 11 $\frac{1}{2}$	"	62 7 10	
Engine Boiler and Shaft Bearers—Iron new angle - $\frac{1}{2}$ inch	8 17 0 7	8 17 2 $\frac{1}{2}$	"	78 8 7	
Ditto - ditto T. iron - $\frac{1}{2}$ "	2 12 2 0	8 8 9	"	22 2 11	
Ditto - ditto Iron new plate - $\frac{1}{4}$ "	4 6 1 0	13 18 5 $\frac{1}{2}$	"	60 - 9	
Ditto - ditto - ditto - $\frac{3}{4}$ "	2 2 3 14	14 15 3 $\frac{1}{2}$	"	31 13 1	
Ditto - ditto - ditto - 1 "	0 9 1 0	13 10 -	"	6 4 10	
Ditto - ditto - ditto - 1 "	0 10 0 0	14 6 10 $\frac{1}{2}$	"	7 3 5	
Ditto - ditto - ditto - 1 "	2 12 1 0	16 17 6	"	44 1 9	
Ditto - ditto - ditto - 1 "	1 15 0 21	20 13 5 $\frac{1}{2}$	"	36 7 4	
Ditto - ditto - ditto - 1 "	1 8 0 20	13 18 5 $\frac{1}{2}$	"	19 16 9	
Ditto - ditto - ditto - 1 "	0 10 2 14	14 15 3 $\frac{1}{2}$	"	7 16 10	
Intercostals—Iron new plate - $\frac{9}{16}$ "	1 18 3 7	10 10 11 $\frac{1}{2}$	"	20 9 3	
Ditto - ditto - $\frac{7}{16}$ "	0 8 1 14	12 13 1 $\frac{1}{2}$	"	5 5 11	
Ditto - ditto - $\frac{7}{16}$ "	0 8 2 0	13 1 6 $\frac{1}{2}$	"	5 11 1	
Ditto - ditto - $\frac{7}{16}$ "	5 16 3 0	9 5 7 $\frac{1}{2}$	"	54 3 6	
Liners - ditto - $\frac{1}{16}$ "	0 11 1 2	- 8 10 $\frac{1}{2}$	cwt.	4 19 9	
Ditto - ditto - 1 $\frac{1}{8}$ "	0 6 0 0	10 19 4 $\frac{1}{2}$	ton	3 5 9	
Ditto - ditto - 1 $\frac{1}{8}$ "	0 13 1 7	11 7 9 $\frac{1}{2}$	"	7 11 6	
Ditto - ditto - $\frac{1}{4}$ "	0 17 3 0	13 1 6 $\frac{1}{2}$	"	11 12 1	
Ditto - ditto - $\frac{1}{4}$ "	0 8 0 14	12 13 1 $\frac{1}{2}$	"	5 2 9	
Ditto - ditto - 1 $\frac{1}{8}$ "	0 8 0 0	12 13 1 $\frac{1}{2}$	"	5 1 3	
Ditto Iron new bar of sorts, above $\frac{1}{2}$ "	8 1 2 0	- 7 7	cwt.	61 4 4	
Ditto - ditto - $\frac{1}{2}$ "	0 11 1 24	9 11 -	ton	5 9 5	
Plates behind armour plating—Iron new plate - $\frac{9}{16}$ "	0 10 0 14	10 2 6	"	5 2 5	
Ditto - ditto - $\frac{9}{16}$ "	0 13 2 21	11 7 9 $\frac{3}{4}$	"	7 15 9	
Ditto - ditto - $\frac{9}{16}$ "	0 14 1 14	11 16 3	"	8 9 9	
Ditto - ditto - $\frac{9}{16}$ "	3 16 1 14	12 4 8 $\frac{1}{2}$	"	46 14 4	
Ditto - ditto - $\frac{9}{16}$ "	4 3 1 14	12 13 1 $\frac{1}{2}$	"	52 15 2	
Ditto - ditto - $\frac{9}{16}$ "	2 6 0 7	13 10 -	"	31 1 9	
Ditto - ditto - $\frac{9}{16}$ "	2 18 2 0	13 18 5 $\frac{1}{2}$	"	40 14 4	
Ditto - ditto - $\frac{9}{16}$ "	8 16 2 21	14 6 10 $\frac{1}{2}$	"	126 14 3	
Ditto - ditto - $\frac{9}{16}$ "	9 14 0 24	14 15 3 $\frac{1}{2}$	"	143 7 7	
Ditto - ditto - $\frac{9}{16}$ "	1 4 2 7	16 - 8	"	19 3 9	
Ditto - ditto - $\frac{9}{16}$ "	1 6 0 0	16 17 6	"	21 18 9	
Ditto - ditto - $\frac{9}{16}$ "	0 6 1 7	10 19 4 $\frac{1}{2}$	"	3 9 3	
Ditto - ditto - $\frac{9}{16}$ "	1 1 0 7	14 15 3 $\frac{1}{2}$	"	15 11 -	
Ditto - ditto - $\frac{9}{16}$ "	0 7 2 0	8 17 2 $\frac{1}{2}$	"	3 6 4	
Ditto - ditto - $\frac{9}{16}$ "	1 12 0 0	19 8 1 $\frac{1}{2}$	"	31 1 -	
Ditto - ditto - $\frac{9}{16}$ "	1 0 1 0	14 6 10 $\frac{1}{2}$	"	14 10 6	
Ditto - ditto - $\frac{9}{16}$ "	1 3 1 0	15 12 2 $\frac{1}{2}$	"	18 2 11	
Ditto - ditto - $\frac{9}{16}$ "	2 11 0 14	16 9 - $\frac{1}{2}$	"	42 1 1	
Ditto - ditto - $\frac{9}{16}$ "	1 6 1 7	16 17 6	"	22 4 -	
Ditto - ditto - $\frac{9}{16}$ "	2 3 0 7	13 1 6 $\frac{1}{2}$	"	28 3 1	
Ditto - ditto - $\frac{9}{16}$ "	1 13 0 7	15 3 9	"	25 2 3	
Ditto - ditto - $\frac{9}{16}$ "	1 5 1 16	10 19 4 $\frac{1}{2}$	"	13 18 6	
Ditto - ditto - $\frac{9}{16}$ "	0 17 3 0	13 1 6 $\frac{1}{2}$	"	11 12 1	
Ditto - ditto - $\frac{9}{16}$ "	0 5 3 0	10 10 11 $\frac{1}{2}$	"	3 - 8	
Ditto - ditto - $\frac{9}{16}$ "	0 8 2 0	13 1 6 $\frac{1}{2}$	"	5 11 1	
Ditto - ditto - $\frac{9}{16}$ "	0 5 3 20	10 10 11 $\frac{1}{2}$	"	3 2 6	
Ditto - ditto - $\frac{9}{16}$ "	1 4 2 0	16 - 7 $\frac{1}{2}$	"	19 12 8	
Ditto - ditto - $\frac{9}{16}$ "	2 7 1 7	15 12 2 $\frac{1}{2}$	"	36 18 6	
Ditto - ditto - $\frac{9}{16}$ "	1 5 2 14	16 9 - $\frac{1}{2}$	"	21 1 7	
Stern Frames—Iron new plate - $\frac{7}{16}$ "	2 1 1 0	14 6 10 $\frac{1}{2}$	"	29 11 8	
Ditto - ditto - $\frac{7}{16}$ "	3 2 1 14	15 12 2 $\frac{1}{2}$	"	48 13 7	
Ditto - ditto - $\frac{7}{16}$ "	1 4 2 0	16 - 7 $\frac{1}{2}$	"	19 12 9	
Ditto - ditto - $\frac{7}{16}$ "	2 10 2 0	16 9 - $\frac{1}{2}$	"	41 10 10	
Ditto - ditto - $\frac{7}{16}$ "	0 19 2 7	13 18 5 $\frac{1}{2}$	"	13 12 3	
Ditto - ditto - $\frac{7}{16}$ "	0 3 3 7	8 17 2 $\frac{1}{2}$	"	1 13 9	
Ditto - ditto - $\frac{7}{16}$ "	1 14 3 14	9 5 7 $\frac{1}{2}$	"	16 3 8	
Ditto - ditto - $\frac{7}{16}$ "	0 17 1 21	10 10 11 $\frac{1}{2}$	"	9 3 10	
Carried forward - - - £.				11,491 - 8	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	11,491 - 8	
<i>"Achilles" Building—continued.</i>					
	Tons. cwt. qrs. lbs.				
Stern Frames—Iron new plate - - $\frac{7}{16}$ inch	0 7 2 14	12 4 8 $\frac{1}{4}$	ton	4 13 3	
Ditto - ditto - - $\frac{7}{16}$ "	0 8 1 0	12 13 1 $\frac{1}{2}$	"	5 4 4	
Ditto - ditto - - $\frac{7}{16}$ "	0 9 0 21	13 10 -	"	6 4 -	
Ditto - ditto - - $\frac{7}{16}$ "	3 0 3 21	10 19 4 $\frac{1}{2}$	"	33 8 5	
Ditto - ditto - - $\frac{7}{16}$ "	0 17 0 0	13 1 6 $\frac{3}{4}$	"	11 2 3	
Ditto - ditto - - $\frac{7}{16}$ "	0 13 1 21	16 17 6	"	11 6 9	
Magazine Plates—Iron new plate - - $\frac{1}{2}$ "	0 14 1 0	8 17 2 $\frac{1}{2}$	"	6 6 3	
Ditto - ditto - - $\frac{1}{2}$ "	0 12 1 14	9 5 7 $\frac{1}{2}$	"	5 14 10	
Ditto - ditto - - $\frac{1}{2}$ "	1 8 1 26	9 14 -	"	13 16 3	
Ditto - ditto - - $\frac{1}{2}$ "	1 11 1 5	10 2 6	"	15 16 10	
Ditto - ditto - - $\frac{1}{2}$ "	2 5 0 23	10 10 11 $\frac{1}{2}$	"	23 16 9	
Ditto - ditto - - $\frac{1}{2}$ "	0 6 1 21	10 19 4 $\frac{1}{2}$	"	3 10 7	
Ditto - ditto - - $\frac{1}{2}$ "	0 6 2 6	11 7 9 $\frac{1}{2}$	"	3 14 7	
Ditto - ditto - - $\frac{1}{2}$ "	1 15 1 7	11 16 3	"	20 17 1	
Ditto - ditto - - $\frac{1}{2}$ "	3 0 3 14	12 4 8 $\frac{1}{4}$	"	37 4 9	
Ditto - ditto - - $\frac{1}{2}$ "	1 12 2 16	12 13 1 $\frac{1}{2}$	"	20 13 1	
Ditto - ditto - - $\frac{1}{2}$ "	2 4 1 22	13 1 6 $\frac{3}{4}$	"	29 1 2	
Ditto - ditto - - $\frac{1}{2}$ "	0 18 2 18	13 10 -	"	12 11 11	
Ditto - ditto - - $\frac{1}{2}$ "	3 12 2 0	14 6 10 $\frac{1}{2}$	"	51 19 11	
Ditto - ditto - - $\frac{1}{2}$ "	1 11 3 14	14 15 3 $\frac{1}{2}$	"	23 10 7	
Topsides—Iron armour plates - - $4\frac{1}{2}$ inches	281 1 1 21	39 15 -	"	11,172 12 -	
Ditto - ditto - - $4\frac{1}{2}$ "	197 4 2 19	38 15 -	"	7,642 15 9	
Ditto - ditto - - $4\frac{1}{2}$ "	50 1 2 14	37 15 -	"	1,890 11 4	
Ditto - ditto - - $4\frac{1}{2}$ "	80 9 0 21	34 15 -	"	2,795 19 1	
Ditto - ditto - - $4\frac{1}{2}$ "	32 17 3 0	31 15 -	"	1,044 3 6	
Ditto - ditto - - $4\frac{1}{2}$ "	45 3 1 0	30 - -	"	1,354 17 6	
Ditto - ditto - - $4\frac{1}{2}$ "	15 1 1 14	34 - -	"	512 6 9	
Ditto - ditto - - $4\frac{1}{2}$ "	25 14 1 14	36 15 -	"	945 3 3	
Ditto - ditto - - $4\frac{1}{2}$ "	7 11 0 21	30 15 -	"	232 9 -	
Ditto - ditto tapered $4\frac{3}{16}$ to $3\frac{1}{16}$ "	7 15 2 12	45 10 -	"	354 - 2	
Ditto - ditto - - $4\frac{1}{2}$ "	8 11 3 0	45 10 -	"	390 14 8	
Ditto - ditto - - $3\frac{1}{16}$ "	13 0 0 16	45 10 -	"	591 16 6	
Ditto - ditto - - $3\frac{3}{8}$ "	5 17 0 16	45 10 -	"	266 10 -	
Ditto - ditto - - $4\frac{1}{8}$ "	6 12 0 12	45 10 -	"	300 10 11	
Ditto - ditto - - $3\frac{1}{2}$ "	7 18 2 12	45 10 -	"	360 16 8	
Ditto - ditto - - $4\frac{7}{16}$ "	8 10 3 0	45 10 -	"	388 9 2	
Ditto - ditto - - $3\frac{7}{8}$ "	6 6 2 0	45 10 -	"	287 15 9	
Ditto - ditto - - $3\frac{7}{8}$ "	6 12 0 20	45 10 -	"	300 14 2	
Ditto - ditto - - $4\frac{3}{8}$ "	7 7 3 14	45 10 -	"	336 8 4	
Ditto - ditto - - $4\frac{1}{2}$ "	8 5 3 0	45 10 -	"	377 1 8	
Ditto - ditto - - $4\frac{1}{2}$ "	9 1 2 10	45 10 -	"	413 2 4	
Ditto - ditto - - $3\frac{3}{8}$ "	7 15 0 0	45 10 -	"	352 12 6	
Ditto - ditto - - $4\frac{7}{16}$ "	8 5 3 14	45 10 -	"	377 7 4	
Topside Plates—Iron new plates - - $\frac{1}{2}$ inch	3 7 3 21	13 18 5 $\frac{1}{4}$	"	47 5 9	
Ditto - ditto - - $\frac{1}{2}$ "	2 2 2 14	14 6 10 $\frac{1}{2}$	"	30 11 5	
Ditto - ditto - - $\frac{1}{2}$ "	3 16 3 14	14 15 3 $\frac{3}{4}$	"	56 15 1	
Ditto - ditto - - $\frac{1}{2}$ "	0 19 0 14	21 18 9	"	20 19 7	
Ditto - ditto - - $\frac{1}{2}$ "	0 11 1 14	15 3 9	"	8 12 9	
Ditto - ditto - - $\frac{1}{2}$ "	1 16 3 0	16 - 7 $\frac{1}{8}$	"	29 9 2	
Ditto - ditto - - $\frac{1}{2}$ "	1 6 2 0	16 17 6	"	22 7 2	
Ditto - ditto - - $\frac{1}{2}$ "	2 17 1 21	12 13 1 $\frac{1}{4}$	"	36 6 10	
Ditto - ditto - - $\frac{1}{2}$ "	1 9 1 14	18 2 9 $\frac{1}{2}$	"	26 12 10	
Ditto - ditto - - $\frac{1}{2}$ "	0 16 1 14	12 13 1 $\frac{1}{2}$	"	10 7 2	
Ditto - ditto - - $\frac{1}{2}$ "	2 12 0 0	13 1 6 $\frac{3}{4}$	"	34 - -	
Ditto - ditto - - $\frac{1}{2}$ "	0 18 1 14	13 10 -	"	12 8 1	
Ditto - ditto - - $\frac{1}{2}$ "	1 1 2 0	14 15 3 $\frac{3}{4}$	"	15 17 5	
Ditto - ditto - - $\frac{1}{2}$ "	2 5 0 7	11 16 3	"	26 12 3	
Ditto - ditto - - $\frac{1}{2}$ "	1 3 1 0	12 4 8 $\frac{1}{4}$	"	14 4 5	
Ditto - ditto - - $\frac{1}{2}$ "	1 16 0 0	13 10 -	"	24 6 -	
Ditto - ditto - - $\frac{1}{2}$ "	0 17 0 0	13 1 6 $\frac{3}{4}$	"	11 2 4	
Ditto - ditto - - $\frac{1}{2}$ "	2 10 3 14	16 9 -	"	41 17 -	
Ditto - ditto - - $\frac{1}{2}$ "	0 8 1 0	12 13 1 $\frac{1}{2}$	"	5 4 4	
Carried forward - - -	£.			44,995 12 3	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*cont'd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	44,995 12 3	
<i>"Achilles" Building—continued.</i>					
	Tons. cwt. qrs. lbs.				
Topsides—Iron armour plates - - 4 $\frac{1}{2}$ inches	17 6 0 0	41 15 -	ton	722 5 6	
Ditto - ditto - - - 4 $\frac{1}{2}$ "	9 1 1 0	44 15 -	"	405 10 11	
Ditto - ditto tapered 4 $\frac{1}{2}$ to 3 $\frac{1}{2}$ "	3 13 0 20	45 10 -	"	166 9 8	
Ditto - ditto - " 3 $\frac{1}{2}$ " 3 $\frac{1}{2}$ "	3 5 1 0	45 10 -	"	148 8 10	
Ditto - ditto - " 3 $\frac{1}{2}$ " 3 $\frac{1}{2}$ "	6 18 1 12	45 10 -	"	314 15 3	
Ditto - ditto - " 3 $\frac{1}{2}$ " 2 $\frac{7}{8}$ "	2 11 0 0	45 10 -	"	116 - 6	
Ditto - ditto - " 4 $\frac{1}{2}$ " 4 $\frac{1}{2}$ "	7 0 3 14	45 10 -	"	320 9 10	
Ditto - ditto - " 3 $\frac{1}{2}$ " 2 $\frac{7}{8}$ "	2 4 1 14	45 10 -	"	100 19 1	
Ditto - ditto - " 2 $\frac{1}{2}$ " 2 $\frac{1}{2}$ "	3 18 0 21	45 10 -	"	173 6 6	
Ditto - ditto - " 2 $\frac{1}{2}$ " 2 "	2 6 1 7	45 10 -	"	105 7 3	
Ditto - ditto - " 4 $\frac{1}{2}$ " 3 $\frac{1}{2}$ "	4 5 1 0	45 10 -	"	193 18 10	
Ditto - ditto - " 4 $\frac{1}{2}$ " 4 $\frac{1}{2}$ "	3 7 0 20	45 10 -	"	152 16 8	
Ditto - ditto - " 3 $\frac{1}{2}$ " 2 $\frac{7}{8}$ "	2 11 2 0	45 10 -	"	117 3 3	
Ditto - ditto - " 4 $\frac{1}{2}$ " 3 $\frac{1}{2}$ "	7 8 0 0	45 10 -	"	336 14 -	
Ditto - ditto - " 3 $\frac{1}{2}$ " 2 $\frac{1}{2}$ "	5 6 1 0	45 10 -	"	241 14 5	
Ditto - ditto - " 3 $\frac{1}{2}$ " 3 $\frac{1}{2}$ "	3 4 2 0	45 10 -	"	146 14 9	
Ditto - ditto - " 4 $\frac{1}{2}$ " 4 $\frac{1}{2}$ "	6 19 2 14	45 10 -	"	317 13 -	
Ditto - ditto - " 3 $\frac{1}{2}$ " 3 $\frac{1}{2}$ "	6 0 1 21	45 10 -	"	273 19 11	
Ditto - ditto - " 4 $\frac{1}{2}$ " 3 $\frac{1}{2}$ "	5 8 1 21	45 10 -	"	246 13 10	
Ditto - ditto - " 4 $\frac{1}{2}$ " 3 $\frac{1}{2}$ "	5 13 0 12	45 10 -	"	257 6 4	
Ditto - ditto - " 3 $\frac{1}{2}$ " 2 $\frac{7}{8}$ "	2 4 2 0	45 10 -	"	101 4 9	
Ditto - ditto - " 2 $\frac{7}{8}$ " 2 $\frac{1}{2}$ "	3 16 0 0	45 10 -	"	172 18 -	
Ditto - ditto - " 3 $\frac{1}{2}$ " 2 $\frac{1}{2}$ "	5 14 0 7	45 10 -	"	259 9 11	
Ditto - ditto - " 3 $\frac{1}{2}$ " 2 $\frac{1}{2}$ "	2 10 3 12	45 10 -	"	115 14 -	
Ditto - ditto - " 3 $\frac{1}{2}$ " 2 $\frac{1}{2}$ "	3 12 3 0	45 10 -	"	165 10 2	
Ditto - ditto - " 4 $\frac{1}{2}$ " 3 $\frac{1}{2}$ "	3 12 3 14	45 10 -	"	165 15 10	
Ditto - ditto - " 2 $\frac{3}{4}$ " 2 $\frac{1}{2}$ "	0 17 0 12	45 10 -	"	38 18 4	
Ditto - ditto - " 2 $\frac{3}{4}$ " 2 $\frac{1}{2}$ "	3 6 1 0	45 10 -	"	150 14 4	
Ditto - ditto - " 2 $\frac{3}{4}$ " 2 $\frac{1}{2}$ "	4 0 0 7	45 10 -	"	182 2 10	
Ditto - ditto - " 3 $\frac{1}{2}$ " 2 $\frac{1}{2}$ "	5 1 0 14	45 10 -	"	230 1 2	
Ditto - ditto - " 2 $\frac{1}{2}$ " 2 "	4 2 1 21	45 10 -	"	187 10 11	
Ditto - ditto - " 2 $\frac{1}{2}$ " 2 $\frac{1}{2}$ "	1 9 0 0	45 10 -	"	65 19 6	
Ditto—Iron new bar, of sorts, above	0 3 0 0	- 7 7	cwt.	1 2 9	
Floor Plates—Iron new plate - - - 3 $\frac{1}{2}$ "	3 13 0 14	11 16 3	ton	43 3 10	
Ditto - ditto - - - 3 $\frac{1}{2}$ "	2 15 3 7	10 10 11 $\frac{1}{4}$	"	29 8 8	
Ditto - ditto - - - 3 $\frac{1}{2}$ "	0 11 0 0	10 10 11 $\frac{1}{4}$	"	5 16 -	
Ditto - ditto - - - 3 $\frac{1}{2}$ "	0 12 3 0	10 19 4 $\frac{1}{2}$	"	6 19 10	
Ditto - ditto - - - 3 $\frac{1}{2}$ "	0 13 2 14	11 7 9 $\frac{3}{4}$	"	7 15 2	
Frames—Iron new angle - - - 3 $\frac{1}{2}$ "	10 2 3 3	8 8 9	"	85 10 11	
Ditto - ditto - - - 3 $\frac{1}{2}$ "	5 16 2 1	8 8 9	"	49 3 -	
Platforms—Iron plate, chequered - - 3 $\frac{1}{2}$ "	21 16 0 23	10 10 11 $\frac{1}{4}$	"	230 - 4	
Ditto - ditto - - - 3 $\frac{1}{2}$ "	6 12 1 26	10 19 4 $\frac{1}{2}$	"	72 13 2	
Ditto - ditto - - - 3 $\frac{1}{2}$ "	1 1 1 16	11 16 3	"	12 12 8	
Ditto - ditto - - - 3 $\frac{1}{2}$ "	0 9 1 10	11 7 9 $\frac{3}{4}$	"	5 6 4	
Ditto Iron new flats - - - 3 $\frac{1}{2}$ "	5 9 2 2	7 11 10 $\frac{1}{2}$	"	41 11 7	
Ditto Iron new angle - - - 3 $\frac{1}{2}$ "	6 4 3 22	8 8 9	"	52 14 2	
Ditto - ditto - - - 3 $\frac{1}{2}$ "	8 6 0 23	8 17 2 $\frac{1}{4}$	"	73 12 5	
Ditto - bulb - - - 3 $\frac{1}{2}$ "	7 15 0 20	8 17 2 $\frac{1}{4}$	"	68 14 8	
Ditto - ditto - - - 3 $\frac{1}{2}$ "	4 3 8 0	9 5 7 $\frac{1}{2}$	"	2 4 8	
Port Sill Plates—Iron new plate - - 3 $\frac{1}{2}$ "	3 1 3 16	8 17 2 $\frac{1}{2}$	"	27 8 4	
Riding Bitts - ditto - - - 1 $\frac{1}{2}$ "	0 14 3 0	8 17 2 $\frac{1}{4}$	"	6 10 8	
Ditto - ditto - - - 1 $\frac{1}{2}$ "	1 9 1 0	11 16 3	"	17 5 6	
Ditto - ditto - - - 1 $\frac{1}{2}$ "	1 11 0 0	12 4 8 $\frac{1}{2}$	"	18 19 2	
Ditto - ditto - - - 1 $\frac{1}{2}$ "	2 16 1 14	17 14 4 $\frac{1}{2}$	"	49 18 10	
Ditto - ditto - - - 1 $\frac{1}{2}$ "	1 15 0 0	20 13 5 $\frac{1}{2}$	"	36 3 6	
Ditto - ditto - - - 1 $\frac{1}{2}$ "	0 8 2 14	8 17 2 $\frac{1}{4}$	"	3 16 4	
Ditto - ditto - - - 1 $\frac{1}{2}$ "	0 8 3 0	9 5 7 $\frac{1}{2}$	"	4 1 2	
Ditto - ditto - - - 1 $\frac{1}{2}$ "	1 7 3 14	9 14 - $\frac{3}{4}$	"	13 10 5	
Ditto - Iron new angle - - - 3 $\frac{1}{2}$ "	2 18 1 0	8 8 9	"	24 11 5	
Ditto - Wrought-iron ventilating bitts - 2 No.	- - -	- - -	"	163 - -	
	Tons. cwt. qrs. lbs.				
Recess—Iron new angle - - - 3 $\frac{1}{2}$ "	1 13 0 10	1 1 11 $\frac{1}{4}$	cwt.	36 5 10	
Rudder—Iron new flat - - - 3 $\frac{1}{2}$ "	0 11 1 18	7 11 10 $\frac{1}{2}$	ton.	4 6 7	
Carried forward - - -				52,884 8 3	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	52,884 8 3	
<i>"Achilles" Building—continued.</i>					
	Tons. cwt. qrs. lbs.				
Stringers—Iron new plate - - - inch	0 10 1 7	14 6 10 $\frac{1}{2}$	ton	7 7 11	
Ditto - ditto - - - "	0 7 1 7	11 16 3	"	4 6 4	
Ditto - ditto - - - "	1 8 0 0	17 14 4 $\frac{1}{2}$	"	24 16 1	
Ditto - ditto - - - "	32 9 3 12	8 17 2 $\frac{1}{2}$	"	287 17 3	
Ditto - ditto - - - "	1 4 1 18	9 5 7 $\frac{1}{2}$	"	11 6 7	
Ditto - ditto - - - "	1 19 2 0	9 14 -	"	19 3 3	
Ditto - ditto - - - "	2 14 3 22	8 17 2 $\frac{1}{2}$	"	24 6 9	
Transverse Plates—Iron new angle - - - "	3 10 0 27	8 17 2 $\frac{1}{2}$	"	31 2 3	
Frames—Iron new plate - - - "	2 8 1 14	9 5 7 $\frac{1}{2}$	"	22 8 11	
Wing, Passage—Iron new angle - - - "	7 6 3 0	8 8 9	"	61 18 2	
Ditto - - - plate - - - "	1 16 1 14	8 17 2 $\frac{1}{2}$	"	16 2 3	
Ditto - - - ditto - - - "	1 0 1 7	11 7 9 $\frac{1}{2}$	"	11 11 3	
Ditto - - - ditto - - - "	1 8 1 21	9 14 -	"	13 15 10	
Ditto - - - ditto - - - "	2 6 2 21	10 2 6	"	23 12 8	
Ditto - - - ditto - - - "	1 9 1 21	9 5 7 $\frac{1}{2}$	"	13 13 -	
Ditto - - - ditto - - - "	6 6 3 21	10 10 11 $\frac{1}{2}$	"	66 18 8	
Ditto - - - ditto - - - "	1 11 3 14	10 19 4 $\frac{1}{2}$	"	17 9 6	
Ditto - - - ditto - - - "	0 15 1 14	12 4 8 $\frac{1}{2}$	"	9 8 1	
Ditto - - - ditto - - - "	0 5 0 0	8 17 2 $\frac{1}{2}$	"	2 4 4	
Ditto - - - ditto - - - "	1 12 1 0	10 19 4 $\frac{1}{2}$	"	17 13 9	
Ditto - - - ditto - - - "	0 6 3 0	11 7 9 $\frac{1}{2}$	"	3 16 10	
Ditto - - - ditto angle - - - "	17 0 2 15	9 11 -	"	162 12 10	
Bolts for backing, &c.—Iron new bars, of sorts above $\frac{1}{2}$ - - -	26 4 2 25	- 7 7	cwt.	198 19 6	
Bolts for backing, &c.—Galvanizing bolts and nuts, iron - - -	- - -	- - -	- - -	38 14 6	
Bolts for backing, &c.—Rings, iron - - -	0 3 3 10	- - 2 $\frac{1}{2}$	lb.	4 8 8	
Ditto - - - ditto - - -	0 0 3 25	- - 2 $\frac{3}{4}$	"	1 4 6	
Ditto - - - Washers, iron - - -	0 6 2 19	1 2 3 $\frac{1}{2}$	cwt.	7 8 8	
Ditto - - - Forelocks, iron - - -	0 0 0 14	- - 2	lb.	- 2 4	
Ditto - - - Iron, new bars of sorts - - -	20 17 1 2	9 11 -	ton	199 3 4	
Ditto - - - Bolts and nuts, iron - - -	0 2 3 15	1 10 10	cwt.	4 8 10	
Ditto - - - ditto - galvanizing - - -	12 8 0 17 $\frac{1}{2}$	2 6 4	"	574 14 10	
Ditto - - - Rings, iron - - -	0 0 3 3 $\frac{1}{2}$	- - 2 $\frac{1}{2}$	lb.	- 16 4	
Ditto - - - Bolts and nuts, iron - - -	0 4 0 7	1 4 1 $\frac{1}{2}$	cwt.	4 18 -	
Ditto - - - ditto - galvanizing - - -	0 3 1 25	1 10 1 $\frac{1}{2}$	"	5 4 7	
Ditto - - - Nuts, iron - - -	0 0 0 5 $\frac{1}{2}$	- - 2 $\frac{3}{4}$	lb.	- 1 3	
Ditto - - - Bolts and nuts, iron, galvanized - - -	0 0 3 20	1 10 10	cwt.	1 8 7	
Pillars to deck—Tubes, iron, 7 in. by $\frac{1}{2}$ in. - - -	8 10 3 20	2 9 -	- - -	418 15 6	
Ditto - ditto - 7 in. - - -	53 feet	- 13 4	foot	35 6 8	
	Tons. cwt. qrs. lbs.				
Ditto - Pillars, iron, tubular, 5 by $\frac{3}{8}$ in. - - -	14 0 3 5	2 9 -	cwt.	687 19 -	
Ditto - ditto - 4 $\frac{1}{2}$ by $\frac{3}{8}$ in. - - -	4 16 3 4	3 12 -	"	348 8 7	
Making Rivets—Iron new, bar of sorts, above $\frac{1}{2}$ in. - - -	0 15 2 8	- 7 7	"	5 18 -	
Ditto - new, bolt bowling - - -	3 19 0 9	- 18 -	"	71 3 2	
Ditto - old, wrought - - -	0 0 2 0	4 3 -	ton	- 2 1	
Ditto - new, bar, of sorts - - -	2 13 2 4	9 11 -	"	25 11 1	
Rivets, iron - - -	146 3 1 12	1 6 -	cwt.	3,801 7 10	
Ditto - - -	0 10 2 14	1 8 10 $\frac{1}{2}$	"	15 6 5	
Ditto - - -	0 2 3 3	1 4 11 $\frac{3}{4}$	"	3 9 4	
Ditto - - -	0 3 0 0	1 4 9 $\frac{3}{4}$	"	3 14 5	
Ditto - - -	0 1 0 0	2 19 4	"	2 19 4	
Ditto - - -	0 5 2 0	1 4 11 $\frac{3}{4}$	"	6 17 5	
Coal Bunkers—Iron, new angle - - - inch	3 9 1 7	8 17 2 $\frac{1}{2}$	ton	30 14 -	
Ditto - ditto - - - "	12 6 2 21	8 8 9	"	104 1 5	
Screws, iron - - -	144 No.	- - 8	gross	- - 8	
Ditto metal - - - 2 $\frac{1}{2}$ - - -	24 "	- 10 10	"	- 1 10	
	Tons. cwt. qrs. lbs.				
Paint—White, mixed - - -	14 1 3 0	1 6 6	cwt.	373 5 11	
Ditto—Black, mixed - - -	0 7 3 26	- 17 -	"	6 15 9	
Ditto—Venetian red, mixed - - -	0 3 0 0	- 14 7	"	2 3 7	
Litharge - - -	0 16 3 14	1 6 -	"	21 18 6	
Oil, linseed - - -	1,046 $\frac{1}{8}$ galls.	- 2 3 $\frac{1}{2}$	gall.	119 17 1	
Spirits of turpentine - - -	217 $\frac{1}{2}$ "	- 3 1	"	33 11 6	
	Tons. cwt. qrs. lbs.				
Red lead, mixed - - -	18 8 0 7	1 9 -	cwt.	533 13 9	
Enamel cement - - -	7 19 1 26	- 11 2 $\frac{1}{2}$	"	89 4 4	
Carried forward - - - £.				61,522 1 10	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*cont'd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	61,522 1 10	
<i>"Achilles," Building—continued.</i>					
	Tons. cwt. qrs. lbs.				
Red lead, dry - - - - -	1 4 2 23	1 3 6	cwt.	29 - 4	
Putty - - - - -	3 5 3 14	- - $\frac{3}{4}$	lb.	23 - 10	
Varnish, Samuda's - - - - -	3 galls.	- 11 -	gall.	1 13 -	
	Tons. cwt. qrs. lbs.				
Paint, English, yellow, mixed - - - - -	0 0 1 19	- 11 6	cwt.	- 4 9	
Varnish, Hay's protective - - - - -	0 1 3 4	1 8 6	"	2 10 10	
Paint, ground, dryers - - - - -	0 2 0 15	- 17 6	"	1 17 4	
Litharge, dry - - - - -	0 0 2 10	1 5 $\frac{1}{4}$	"	- 14 9	
Paint, English, yellow, dry - - - - -	0 1 1 18	- 3 10 $\frac{3}{4}$	"	- 5 6	
Mineral turpentine - - - - -	$\frac{1}{2}$ gall.	- 3 6	gall.	- 1 9	
Japan, gold size - - - - -	14 "	- 5 11 $\frac{1}{2}$	"	4 3 5	
Varnish, copal - - - - -	$\frac{1}{2}$ "	- 11 8 $\frac{1}{4}$	"	- 5 10	
	Tons. cwt. qrs. lbs.				
Spruce, yellow, dry - - - - -	0 1 3 24	- 4 6 $\frac{1}{2}$	cwt.	- 8 9	
North's Composition - - - - -	1 9 1 25	2 2 -	"	61 17 9	
Varnish, Hay's protective - - - - -	1 10 0 16	1 15 11	"	54 2 6	
Ditto - anti-fouling - - - - -	1 16 3 8	4 19 2 $\frac{1}{2}$	"	182 12 11	
Paint, lamp black - - - - -	0 0 0 3	- 9 10	"	- - 3	
Stone ochre - - - - -	0 1 2 11	1 - 11	"	1 13 5	
Varnish, Hay's protective - - - - -	0 6 2 0	1 17 5	"	12 3 4	
Copperas, white - - - - -	0 0 1 8	- 16 6	"	- 5 3	
Paint, zinc, white - - - - -	0 0 0 20	1 14 -	"	- 6 1	
Ditto - dryer - - - - -	0 0 0 4	1 17 -	"	- 1 4	
Coaks, wood - - - - - 3 $\frac{1}{2}$ inches	2,394 No.	- - 3	ench.	29 18 6	
Ditto - ditto - - - - - 3 "	85 "	- - 2 $\frac{1}{4}$	"	- 15 11	
Ditto - ditto - - - - - 2 $\frac{1}{2}$ "	32 "	- - 1 $\frac{3}{4}$	"	- 4 8	
Ditto - ditto - - - - - 2 "	200 "	- - 1 $\frac{1}{2}$	"	1 - 9	
Ditto - ditto - - - - - 4 "	16 "	- - 3 $\frac{3}{4}$	"	- 5 -	
Ditto - iron - - - - - 3 $\frac{1}{2}$ "	72 "	- - 5 -	"	1 10 -	
Ditto - ditto - - - - - 3 "	14 "	- - 4 $\frac{1}{2}$	"	- 5 3	
	Tons. cwt. qrs. lbs.				
Castings, iron, flask - - - - -	14 10 3 4	- 10 3	cwt.	149 - 6	
Copper, boltstave - - - - -	0 0 0 6 $\frac{1}{4}$	- - 11	lb.	- 5 9	
Blanks, iron—under 5 cwt. - - - - -	0 7 3 0	1 - -	cwt.	7 15 -	
Bolts, copper, screw - - - - -	0 0 3 2 $\frac{1}{2}$	- 1 8	lb.	7 4 2	
Buttons, brass - - - - - 2 inches	32 No.	- - 11 $\frac{3}{4}$	doz.	- 2 7	
Ditto ditto - - - - - 2 $\frac{1}{4}$ "	12 "	- 1 4	"	- 1 4	
Bolts, brass, flush - - - - -	12 "	- 13 1	"	- 13 1	
Ditto - ditto, broad - - - - - 6 inches	2 "	- 4 11	"	- - 9	
Ditto - ditto - - - - -	2 "	- 19 8 $\frac{1}{4}$	"	- 3 3	
Charcoal - - - - -	1,404 bushls.	- 1 2 $\frac{3}{4}$	bushl.	86 5 3	
Fearnought - - - - -	417 yds.	- 1 5 $\frac{1}{2}$	yd.	30 6 11	
Felt, thin, tarred - - - - -	3,642 sheets	- - 4 $\frac{1}{2}$	sheet	68 5 9	
Ditto, ditto, untarred - - - - -	600 "	- - 4	"	10 - -	
	Tons. cwt. qrs. lbs.				
Forgings, iron, common - - - - -	13 16 2 18	- - 2 $\frac{1}{4}$	lb.	290 9 10	
Ditto - ditto, plain - - - - -	19 18 1 14	- - 3 $\frac{3}{4}$	"	697 3 7	
Ditto - ditto, middling - - - - -	14 12 2 5	2 4 2	cwt.	646 - 6	
Ditto - ditto, extra - - - - -	10 6 2 11	- - 7 $\frac{1}{2}$	lb.	723 1 8	
Felt, thin, tarred - - - - -	200 sheets	- - 5	sheet	4 3 4	
	Tons. cwt. qrs. lbs.				
Glue - - - - -	0 1 1 19	- - 5 $\frac{1}{4}$	lb.	3 9 4	
Iron, new bar of sorts - - - - - above $\frac{1}{2}$ inch	3 10 0 8	- 7 7	cwt.	26 11 2	
Indiarubber, sheet - - - - -	0 0 0 1 $\frac{1}{2}$	- 2 2	lb.	- 3 3	
Ocham, black - - - - -	19 13 2 0	1 7 6	cwt.	541 1 2	
Ditto, white - - - - -	0 11 0 0	1 2 6	"	12 18 9	
Oil, train - - - - -	60 galls.	- 2 9	gall.	8 5 -	
	Tons. cwt. qrs. lbs.				
Iron, new, bar - - - - - $\frac{1}{2}$ inch	0 0 2 22	- 8 5 $\frac{1}{4}$	cwt.	- 5 9	
Pitch, vegetable - - - - -	4 15 1 14	5 9 9	ton.	26 2 11	
Plugs of sorts - - - - -	13,400 No.	- 8 2 $\frac{1}{2}$	per 100	54 19 2	
	Tons. cwt. qrs. lbs.				
Rosin - - - - -	0 3 2 0	- 6 1 $\frac{3}{4}$	cwt.	1 1 6	
Roman cement - - - - -	29 10 0 0	1 2 2	ton.	32 14 4	
Carried forward - - - £.				65,362 7 5	

Appendix No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	65,362 7 5	
"Achilles," Building—continued.	Tons. cwt. qrs. lbs.				
Spun yarn, tarred - - - - -	0 5 0 0	1 18 -	cwt.	9 10 -	
Ditto white - - - - -	0 0 1 1	2 8 -	"	- 12 4	
Screws, iron - - - - - 3 $\frac{1}{2}$ inch.	1,938 No.	- 6 6 $\frac{3}{4}$	gross	4 8 2	
Ditto - ditto - - - - - 2 $\frac{1}{2}$ "	1,176 "	- 3 7 $\frac{1}{2}$	"	1 16 5	
Ditto - ditto - - - - - 3 $\frac{1}{4}$ "	3,600 "	- - 9	"	- 18 9	
Ditto - ditto - - - - - 2 "	5,466 "	- 2 7 $\frac{1}{2}$	"	4 19 4	
Ditto - ditto - - - - - 4 "	432 "	- 8 10 $\frac{1}{2}$	"	1 6 6	
Ditto - ditto - - - - - 1 $\frac{1}{2}$ "	2,088 "	- 1 9	"	1 5 3	
Ditto - ditto - - - - - 3 "	1,356 "	- 4 11	"	2 6 4	
Ditto - ditto - - - - - 4 "	858 "	- 7 10 $\frac{3}{4}$	"	2 6 11	
Ditto - ditto - - - - - 4 $\frac{1}{8}$ "	72 "	- 10 10	"	- 5 5	
Rings, copper, to screw - - - 1 $\frac{3}{4}$ "	6 "	- 2 7 $\frac{1}{2}$	doz.	- 1 4	
Screws, metal - - - - - 3 $\frac{1}{4}$ "	1,056 "	- 1 11 $\frac{1}{2}$	gross	- 14 4	
Ditto - ditto - - - - - 5 $\frac{1}{8}$ "	576 "	- 1 7 $\frac{1}{2}$	"	- 6 6	
	Tons. cwt. qrs. lbs.				
Rings, metal - - - - -	0 0 0 1 $\frac{1}{2}$	- - 9 $\frac{1}{4}$	lb.	- 1 5	
Screws, iron, coach - - - - -	0 7 1 1 $\frac{1}{2}$	- - 3 $\frac{1}{2}$	"	12 14 -	
Ditto - ditto - - - - -	1 0 2 13	- - 2 $\frac{1}{2}$	"	24 - 4	
Ditto - ditto - - - - -	0 1 2 27 $\frac{1}{2}$	- - 4 $\frac{1}{2}$	"	3 13 2	
Ditto, copper - - - - - 1 $\frac{1}{2}$ inch.	288 No.	- 6 3	gross	- 12 6	
	Tons. cwt. qrs. lbs.				
Ditto, cant metals - - - - -	0 0 1 14 $\frac{3}{4}$	- - 11 $\frac{3}{4}$	lb.	2 1 8	
Solder, plumbers' - - - - -	0 8 2 1	- - 6 $\frac{1}{2}$	"	25 15 1	
Screws, copper brace - - - - - 6 inch.	0 0 0 4 $\frac{1}{2}$	- 1 13 $\frac{1}{2}$	"	- 5 2	
Nails, iron scupper - - - - -	0 0 3 24	2 8 2 $\frac{1}{2}$	cwt.	2 5 8	
Ditto, iron rosehead - - - - - 3 "	0 0 2 14	- 13 8 $\frac{3}{4}$	"	- 8 6	
Ditto - ditto - - - - - 4 $\frac{1}{2}$ "	0 2 0 21	- 14 9	"	- 12 1	
Ditto - ditto - - - - - 4 "	0 1 3 22	- 14 9	"	1 8 6	
Ditto - ditto - - - - - 2 "	0 0 1 7	1 12 3 $\frac{1}{2}$	"	- 10 1	
Ditto - ditto - - - - - 1 "	0 0 0 4	- - 4	lb.	- 1 4	
Ditto, iron tacks - - - - -	0 0 0 3	- 1 13 $\frac{1}{2}$	"	- 3 5	
Ditto, iron roseheads - - - - - 2 $\frac{1}{2}$ "	0 0 2 7	- 18 2	cwt.	- 10 1	
Ditto - ditto - - - - - 3 $\frac{1}{2}$ "	0 0 0 26	- - 6	lb.	- 13 -	
Ditto - ditto - - - - - 5 "	0 0 3 23	- 14 9	cwt.	- 13 11	
Ditto - ditto - - - - - 3 $\frac{1}{2}$ "	0 0 1 0	- 15 10 $\frac{3}{4}$	"	- 4 -	
Ditto, copper roseheads - - - - - 2 $\frac{1}{2}$ "	0 0 0 5	- 1 2	lb.	- 5 10	
Ditto - ditto - - - - - 3 $\frac{1}{2}$ "	0 0 0 4	- 1 1	"	- 4 4	
Ditto - ditto - - - - - 2 "	0 0 0 16	- 1 -	"	- 16 -	
Ditto - ditto - - - - - 3 "	0 0 0 21	- 1 2	"	1 4 6	
Ditto, copper tacks - - - - - 5 $\frac{1}{8}$ "	0 0 0 1	- - 8	"	- 8	
Ditto, copper roseheads - - - - - 5 "	0 0 0 3	- 1 1	"	- 3 3	
Staples, iron, common - - - - - 2 $\frac{1}{2}$ "	72 No.	- 2 6 $\frac{1}{2}$	gross	- 1 3	
	Tons. cwt. qrs. lbs.				
Nails, iron dieheads - - - - - 6 "	0 6 2 10	- 15 10 $\frac{3}{4}$	cwt.	5 4 11	
Ditto - ditto - - - - - 5 "	0 2 2 8	- 15 10 $\frac{3}{4}$	"	2 - 8	
Ditto - ditto - - - - - 7 "	0 1 2 26	- 14 9 -	"	1 5 4	
Ditto - ditto - - - - - 4 "	0 1 0 8	- 17 2 $\frac{1}{2}$	"	- 18 4	
Ditto - ditto - - - - - 8 "	0 0 2 0	- 14 9	"	- 7 4	
Ditto - ditto - - - - - 2 "	0 0 3 6	1 15 - $\frac{1}{2}$	"	1 8 1	
Ditto - ditto - - - - - 1 $\frac{1}{2}$ "	0 0 2 7	2 17 3 $\frac{1}{2}$	"	1 12 2	
Ditto - ditto - - - - - 3 $\frac{1}{2}$ "	0 0 1 19	1 4 1 $\frac{1}{4}$	"	- 10 -	
Ditto - ditto - - - - - 2 $\frac{1}{2}$ "	0 0 2 10	1 6 3 $\frac{1}{4}$	"	- 15 6	
Ditto, copper dieheads - - - - - 6 "	0 0 0 4	- 1 1	lb.	- 4 4	
Ditto, copper, jagged - - - - - 2 "	0 0 1 19	- 1 4	"	3 2 8	
Ditto - ditto - - - - - 1 $\frac{1}{2}$ "	0 0 0 6	- 1 4	"	- 8 -	
Ditto, copper, clench - - - - - 7 $\frac{1}{2}$ "	0 0 0 21	- - 11	"	- 19 3	
Ditto, iron, coopers' flat - - - 1 "	0 0 0 7	- 1 1	"	- 7 7	
Ditto, iron brad, fine billed - - 1 "	0 0 0 15	- - 9 $\frac{1}{2}$	"	- 12 9	
Ditto - ditto - - - - - 1 $\frac{1}{2}$ "	0 0 0 8	- - 7 $\frac{1}{2}$	"	- 5 -	
Ditto - ditto - - - - - 1 $\frac{1}{2}$ "	0 0 0 12	- - 5 $\frac{1}{2}$	"	- 5 2	
Ditto - ditto - - - - - 2 $\frac{1}{2}$ "	0 0 0 3	- 1 2	"	- 3 6	
Ditto, iron dog - - - - - 2 $\frac{1}{2}$ "	0 0 0 14	- 17 - $\frac{1}{4}$	cwt.	- 2 1	
Ditto, iron brad, cut - - - - - 6 $\frac{1}{2}$ "	0 0 0 0 $\frac{1}{2}$	- - 5 $\frac{1}{2}$	lb.	- 2	
Ditto, iron ribbands - - - - - 6 "	0 1 0 0	- 13 7	cwt.	- 13 7	
Ditto, copper dieheads - - - - - 3 "	0 0 0 2	- 1 2	lb.	- 2 4	
Carried forward - - - - -		£.		65,495 3 6	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	65,495 3 6	
<i>"Achilles" Building—continued.</i>					
	Tons. cwt. qrs. lbs.				
Nails, iron, square heads - - 6 inches.	0 5 2 14	- 13 7½	cwt.	3 16 7	
Ditto „ clasp bastard - - 2 „	0 0 0 4	1 7 11½	„	- - 11	
Ditto „ square heads - - 7 „	0 0 1 14	- 13 7½	„	- 5 1	
Ditto „ clasp bastard - - 2½ „	0 0 0 4	- 18 3½	„	- - 7	
Ditto „ ditto - - 1½ „	0 0 0 3	1 13 1	„	- - 10	
Ditto brad, copper - - ¾ „	0 0 0 1	- 1 2	lb.	- 1 2	
Ditto iron, clasp - - 1¼ „	0 0 0 15	2 12 2½	cwt.	- 6 11	
Ditto metal sheathing - - 1½ „	0 0 0 20	- 10	lb.	- 16 8	
Tallow, yellow - - - - -	0 3 3 11	2 16 -	cwt.	10 15 6	
Tar, vegetable - - - - -	25 barrels.	1 3 7½	barrel	29 10 6	
Treenails, oak - - - - 12 inches.	12 No.	4 5 -	1,000	- 1 1	
Ditto do. - - - - 15 „	36 „	5 10 0	„	- 3 11	
Ditto English oak - - - 21 „	36 „	9 - -	„	- 6 5	
	Tons. cwt. qrs. lbs.				
Thread, sewing - - - - -	0 4 0 2	- 1 7¼	lb.	- 3 4	
Valves, metal, for scupper - - -	1 0 1 22	- 1 -	„	115 18 -	
Washers, iron - - - - -	0 1 3 18	1 2 3½	cwt.	2 2 2	
Whiting - - - - -	0 4 3 10	- 1 4¼	„	- 6 7	
Zinc, perforated - - - - -	318½ feet.	- - 5½	foot	7 12 8	
	Tons. cwt. qrs. lbs.				
Iron, new bar - - - - -	0 4 2 22	9 11 -	ton	2 4 9	
Ditto angle - - - - ⅝ inches.	0 5 0 6	- 8 5¼	cwt.	2 2 6	
Lead, milled - - - - -	12 11 1 3	1 2 -	„	276 12 -	
Nuts, iron hexagonal - - - -	0 0 3 14½	- - 3½	lb.	1 8 9	
Patent wrought iron towing bollards	2 No.	- - -	- - -	57 - -	
	Tons. cwt. qrs. lbs.				
Plates, metal, of sorts - - - -	0 0 3 12	- - 11	lb.	4 8 -	
Plugs, teak - - - - -	200 No.	- 8 2½	100	- 16 5	
Hinges, brass butt - - - 2½ inches.	4 pairs.	- 7 2½	dozen pair	- 2 5	
Ditto ditto - - - - 1½ „	96 „	- 1 11½	„	- 15 8	
Hooks, iron - - - - -	6 No.	- - 8¾	dozen	- - 4	
	Tons. cwt. qrs. lbs.				
Iron, new angle - - - - -	1 4 2 7	- 8 5¼	cwt.	10 7 3	
Hooks, galvanizing iron - - - -	- - - - -	- - -	- - -	- - 2	
Iron, new plate, ribbed - - - -	0 12 2 4	10 10 11¼	ton	6 12 1	
Gratings, metal, to scuppers - -	0 1 3 19	- 1 2	lb.	12 10 10	
Castings, metal - - - - -	0 3 0 3½	- - 10¼	- - -	14 10 -	
Iron, new plate - - - - -	0 18 1 22	8 17 2½	ton	8 3 4	
Hinges, wrought iron butt - - 2 inches.	2 pairs.	- 4 7	dozen pair	- - 9	
Bolts, iron, on brass plates - - 4 „	2 No.	- 5 3	dozen	- - 10	
Capstan, patent, double wrought iron brass whelps	2 „	- - -	- - -	800 - -	
Ditto, adapting to work with steam gear	- - -	- - -	- - -	56 13 -	
Hinges, iron butt - - - 3½ inches.	2 pairs.	- 9 10	dozen pairs	- 1 7	
	Tons. cwt. qrs. lbs.				
Nails, iron tacks - - - - ½ inch.	0 0 0 1	- - 10	lb.	- - 10	
Ditto „ brads - - - - 1 „	0 0 0 2	- - 2	„	- - 4	
Boltstave, Muntz's metal - - - -	0 0 0 23	- - 9¼	lb.	- 17 8	
Fastenings, sash screw - - - 3 inches.	4 No.	- 2 3½	dozen	- - 5	
Hinges, brass butt - - - 3½ „	9 pairs.	- 17 10½	dozen pairs	- 13 5	
Ditto - ditto - - - 1¼ „	16 „	- 1 5½	„	- 1 11	
Ditto - iron butt - - - 3 „	2 „	- 2 3½	„	- - 4	
Ditto - ditto - - - 2½ „	27 „	- 1 3¾	„	- 2 11	
Ditto - ditto - - - 2 „	2 „	- - 11¼	„	- - 2	
Hooks, iron galvanised fire bucket - 1½ „	14 „	- 1 -	dozen	- 1 2	
	Tons. cwt. qrs. lbs.				
Iron, new angle - - - - -	0 2 1 14	- 9 3¼	cwt.	1 1 11	
Marline - - - - -	0 0 0 6	- - 8	lb.	- 4 -	
Nails, metal sheathing - - - 1¼ inches.	0 0 0 3	- - 10	„	- 2 6	
Ditto iron square heads - - - 8 „	0 0 2 0	- 13 7½	cwt.	- 6 10	
Nuts, iron, for bolts - - - -	0 0 0 24	- - 3½	lb.	- 6 11	
Ditto - ditto - - - - -	0 0 0 16½	- - 2½	„	- 3 11	
Plates, stud and socket, large - - -	14 No.	- 7 10½	dozen	- 9 1	
Ditto, metal, for sliding bulkheads - -	20 „	- 10 6	„	- 17 6	
Ditto, hanging brass for doors - - -	18 „	- 9 2½	„	- 13 9	
Rings, copper, to screw - - - 1½ inches.	26 „	- 2 1½	„	- 4 6	
Carried forward - - -	- - -	- - -	- £.	66,928 13 5	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	66,928 13 5	
<i>"Achilles" Building—continued.</i>					
Slip iron on plate - - - - -	40½ feet.	- 1 1	foot	2 3 10	
Treenails, oak - - - - 18 inches	12 No.	7 - -	1,000	- 1 8	
Ditto ditto - - - - 30 "	18 "	17 10 0	"	- 6 3	
Screws, iron - - - - 1 "	852 "	- - 11	gross	- 5 5	
Ditto, copper - - - - 2 "	380 "	- 8 6½	"	1 2 5	
Ditto ditto - - - - 1 "	144 "	- 2 5	"	- 2 5	
Ditto ditto - - - - 1½ "	144 "	- 3 5	"	- 3 5	
Ditto, iron girthheads - - - 5 8	632 "	- 1 2½	"	- 5 1	
Ditto, iron - - - - 5 "	108 "	- 12 1½	"	- 9 0	
Ditto, metal - - - - 1 "	144 "	- 2 3	"	- 2 3	
Ditto, ditto, for portable fillet - - -	2 "	- 14 5½	doz.	- 2 5	
Ditto, iron gilt heads - - - ½ "	200 "	- 1 1	gross	- 1 6	
Ditto, metal cant, with plates - 6 "	9½ lbs.	- 1 3½	lb.	- 11 11	
Ditto, iron - - - - 1½ "	456 No.	- 1 3½	gross	- 4 2	
Ditto, iron gilt-heads - - - ½ "	288 "	- 1 3½	"	- 2 7	
Ditto, metal - - - - 1½ "	144 "	- 4 11	"	- 4 11	
Without Board, item 1:—					
Teak timber - - - - -	904 ft. cube	- 8 2	foot	369 2 8	
Ditto, ditto - - - - -	229 "	- 7 7	"	86 16 7	
Ditto, ditto - - - - -	7 "	- 6 3	"	2 3 9	
Teak, thickstuff - - - 10 & 9 "	11,444 "	- 8 2	"	4,671 4 4	
Ditto, plank - - - - 4 "	94 ft. super.	- 2 3	"	10 11 6	
Ditto, ditto - - - - 3 "	124 "	- 1 9	"	10 17 -	
Ditto, ditto - - - - 2 "	83 "	- 1 3	"	5 3 9	
Ditto, board - - - - 1½ "	22 "	- 1 -	"	1 2 -	
Ditto, ditto - - - - 1 "	225 "	- - 8½	"	7 19 4	
Ditto, plank - - - - 2½ "	30 "	- 1 6	"	2 5 -	
Ditto, timber, reserved - - - -	15 ft. cube	- 2 5	"	1 16 3	
Ditto, thickstuff - - - 7½ "	158 "	- 7 7	"	59 18 2	
Ditto, ditto - - - - 8½ "	167 "	- 7 7	"	63 6 5	
Ditto, ditto - - - - 8 "	85 "	- 7 7	"	32 4 7	
Ditto, ditto - - - - 4½ "	7 "	- 6 11	"	2 8 5	
Ditto, timber - - - - -	20 "	- 6 11	"	6 18 4	
Ditto, thickstuff - - - 6 "	16 "	- 7 7	"	6 1 4	
Ditto, ditto - - - - 5 "	6 "	- 5 9	"	1 14 6	
Ditto, ditto, reserved - 6 "	9 "	- 6 4	"	2 17 -	
Without Board, item 2:—					
Teak, timber - - - - -	87 "	- 7 7	"	32 19 9	
Ditto, ditto - - - - -	62 "	- 6 11	"	21 8 10	
Ditto, thickstuff - - - 6½ inches	61 "	- 7 7	"	23 2 7	
Ditto, plank - - - - 3 "	2,527 ft. super	- 1 9	"	221 2 3	
Ditto, ditto - - - - 2½ "	386 "	- 1 6	"	28 19 -	
Ditto, ditto - - - - 2 "	29 "	- 1 3	"	1 16 3	
Mahogany, Honduras plank - 3 "	32 "	- 1 7	"	2 10 8	
Teak, thickstuff - - - 5½ "	17 ft. cube	- 6 11	"	5 17 7	
Ditto, plank - - - - 3½ "	62 ft. super	- 2 -	"	6 4 -	
Ditto, ditto, rough - - 3 "	67 "	- 1 5	"	4 14 11	
Upper Deck, item 1:—					
Teak, plank - - - - 3 "	241 ft. super	- 1 9	"	21 1 9	
Ditto, timber - - - - -	340 ft. cube	- 6 3	"	106 5 -	
Ditto, ditto - - - - -	213 "	- 8 2	"	86 19 6	
Ditto, ditto - - - - -	307 "	- 6 11	"	106 3 5	
Ditto, ditto, reserved - - - -	59 "	- 3 2	"	9 6 10	
Ditto, ditto, ditto - - - -	17 "	- 2 5	"	2 1 1	
Ditto, board - - - - 1½ "	20 ft. super	- 1 -	"	1 - -	
Ditto, timber - - - - -	205 ft. cube	- 7 7	"	77 14 7	
Ditto, ditto, reserved (contract rough) -	46 ft. "	9 11 -	load	8 15 7	
Ditto, plank - - - - 2½ "	5 ft. super	- 1 6	foot	- 7 6	
Ditto, ditto - - - - 2 "	23 ft. "	- 1 3	"	1 8 9	
Ditto, thickstuff - - - 7 "	24 ft. cube	- 7 7	"	9 2 -	
Ditto, ditto - - - - 5 "	26 "	- 6 11	"	8 19 10	
Ditto, ditto - - - - 10 "	20 "	- 8 2	"	8 3 4	
Ditto, plank - - - - 4 "	322 ft. super	- 2 3	"	36 4 6	
Ditto, ditto - - - - 3½ "	28 "	- 1 9	"	2 9 -	
Carried forward - - - £.				73,114 12 1	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	73,114 12 1	
<i>"Achilles" Building—continued.</i>					
Upper Deck, item 1:					
Teak thickstuff - - - 9 inches	17 ft. cube	- 8 2	foot	6 18 10	
Ditto - - - - 4½ "	9 "	- 6 11	"	3 2 3	
Ditto - - - - 5½ "	14 "	- 6 11	"	4 16 10	
Ditto plank, rough - - 3 "	6 "	- 1 5	"	- 8 6	
Upper Deck, item 2:					
Fir, Dantzic, plank - - 4 inches	556 super.	- - 9	"	20 17 -	
Dantzic deck deals - - 4 "	20,414½ run.	1 3 7	33 feet	710 14 11	
Oak, Dantzic, thickstuff - - 4½ "	67 ft. cube	- 6 2	foot	20 13 2	
Teak thickstuff - - - 4½ "	16 "	- 6 11	"	5 10 8	
Oak, Dantzic, plank - - 4 "	1,858 super.	- 2 1	"	193 10 12	
Ditto - thickstuff - - 5 "	7 ft. cube	- 6 2	"	2 3 2	
Ditto - ditto - - - 6½ "	28 "	- 6 6	"	9 2 -	
Ditto - ditto - - - 6 "	25 "	- 6 6	"	8 2 6	
Ditto - ditto - contract - 6½ "	15 "	9 18 6	load	2 19 4	
Ditto - ditto - ditto - 6 "	15 "	9 18 6	"	2 19 4	
Fir, Riga, plank - - - 4 "	32 super.	- - 9	foot	1 4 -	
Ditto thickstuff - - - 4½ "	22 ft. cube	- 2 5	"	2 13 2	
Teak plank - - - - 3 "	105 ft. super.	- 1 9	"	9 3 9	
Upper Deck, item 3:					
Teak timber - - - - -	734 ft. cube	- 7 7	"	278 6 2	
Ditto - - - - -	676 "	- 6 11	"	233 15 8	
Ditto - - - - -	145 "	- 6 3	"	45 6 3	
Spanish mahogany timber - - -	126 "	- 8 5	"	53 - 6	
Ditto - ditto - - - -	535 "	- 8 1	"	216 4 7	
Teak plank - - - - 2 inches	78 ft. super.	- 1 3	"	4 17 6	
Ditto - - - - 4 "	74 "	- 2 3	"	8 6 6	
Ditto - - - - 3½ "	12 "	- 2 -	"	1 4 -	
Teak thickstuff - - - 6½ "	605 ft. cube	- 7 7	"	229 7 11	
Ditto rough - - - 6½ "	66 "	- 6 4	"	20 18 -	
Ditto thickstuff - - - 5½ "	305 "	- 6 11	"	105 9 7	
Ditto timber - - - -	449 "	- 8 2	"	183 6 10	
Mahogany, Spanish, plank - 4 "	143 ft. super.	- 2 8	"	19 1 4	
Teak timber reserved - - -	33 ft. cube	- 3 2	"	5 4 6	
Ditto thickstuff ditto - - 6½ inches	60 "	- 6 4	"	19 - -	
Mahogany, Spanish, timber - -	82 "	- 7 8	"	31 8 8	
Ditto - ditto - plank - 3 inches	54 super.	- 2 -	"	5 8 -	
Ditto - ditto - ditto - 2½ "	22 "	- 1 9	"	1 18 6	
Ditto - ditto - thickstuff - 6 "	162 ft. cube	- 8 5	"	68 3 6	
Ditto - ditto - ditto - 4½ "	33 ft. cube	- 8 1	"	13 6 9	
Ditto - ditto - ditto - 6½ "	14 "	- 8 5	"	5 17 10	
Ditto - ditto - board - 1½ "	22 ft. super.	- 1 2	"	1 5 8	
Ditto - ditto - plank - 2 "	40 "	- 1 6	"	3 - -	
Teak thickstuff - - - 6 "	30 ft. cube	- 7 7	"	11 7 6	
Ditto - - - - 5 "	385 "	- 6 11	"	133 2 11	
Spanish mahogany thickstuff - 5 "	18 "	- 8 1	"	7 5 3	
Honduras mahogany plank - 2 "	15 ft. super.	- 1 1	"	- 16 3	
Ditto - ditto - ditto, rough 2 "	13 "	- - 11	"	- 11 11	
Ditto - ditto - ditto, ditto 3 "	6 "	- 1 7	"	- 9 6	
Sabicu plank - - - - 3½ "	9 "	- 2 3½	"	1 - 7	
Ditto - - - - 3 "	4 "	- 2 -	"	- 8 -	
Teak timber reserved - - - -	4 ft. cube	- 2 5	"	- 9 8	
Ditto plank - - - - 3 inches	95 ft. super.	- 1 9	"	8 6 3	
Ditto board - - - - 1 "	5 "	- - 8½	"	- 3 6	
Mahogany, Honduras, timber reserved -	2 ft. cube	- 2 8	"	- 5 4	
Ditto - Spanish - ditto - ditto -	2 "	- 3 10	"	- 7 8	
Sabicu timber - - - -	3 "	- 7 2	"	1 1 6	
Teak thickstuff - - - 7 inches	6 "	- 7 7	"	2 5 6	
Ditto - - - - 4½ "	15 "	- 6 11	"	5 3 9	
Teak board - - - - 1½ "	10 ft. super.	- 1 -	"	- 10 -	
Spanish mahogany board - - 1 "	6 "	- - 10	"	- 5 -	
Teak plank rough - - - 2½ "	85 "	- 1 2½	"	5 2 8	
Ditto - ditto - - - 2½ "	17 "	- 1 6	"	1 5 6	
Ditto timber reserved rough - -	6 ft. cube	- 2 5	"	- 14 6	
Spanish mahogany thickstuff - 7 inches	37 "	- 8 5	"	15 11 5	
Mexican - ditto - ditto - 6 "	7 "	- 7 -	"	2 9 -	
Ditto - ditto - ditto - 5 "	7 "	- 6 8	"	2 6 8	
Carried forward - - - £.				75,875 - 8	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	75,875 - 8	
<i>"Achilles" Building—continued.</i>					
Upper Deck, item 4:					
Fir, Riga, plank, rough - - 2 $\frac{1}{2}$ inches	501 ft. super.	- - 5 $\frac{1}{4}$	foot	9 18 4	
Elm, Canada, board - - 2 $\frac{1}{2}$ "	453 "	- - 2 $\frac{1}{2}$	"	4 14 4	
Honduras mahogany, thick stuff, rough - - - 5 "	4 ft. cube	- 5 5	"	1 1 8	
Honduras mahogany, plank - 4 "	10 ft. super.	- 1 9	"	- 17 6	
Ditto - - board, rough - 1 $\frac{1}{2}$ "	97 "	- - 9	"	3 12 9	
Elm, Canada, board - - 1 $\frac{1}{2}$ "	106 "	- - 5	"	2 4 2	
Upper Deck, item 5:					
Teak plank - - - 3 "	2,907 ft. super.	- 1 9	foot	254 7 3	
Ditto - - - 2 $\frac{1}{2}$ "	460 "	- 1 6	"	34 10 -	
Ditto - - - 3 $\frac{1}{2}$ "	33 "	- 2 -	"	3 6 -	
Ditto - - - 4 "	17 "	- 2 3	"	1 18 3	
Teak, thickstuff - - - 5 "	9 ft. cube.	- 6 11	"	3 2 3	
Ditto, timber - - - - -	9 "	- 6 11	"	3 2 3	
Ditto, ditto - - - - -	4 "	- 6 3	"	1 5 -	
Teak plank, rough - - - 3 inches	80 ft. super.	- 1 5	"	5 13 4	
Lower Deck, item 2:					
Dantzic deck deals - - - 4 inches	20,270 $\frac{3}{4}$ ft. run	1 3 7	33 feet	723 12 11	
Teak timber, reserved - - - - -	4 ft. cube	- 2 5	foot	- 9 8	
Ditto, thickstuff - - - 5 inches	10 "	- 6 11	"	3 9 2	
Ditto, plank - - - 4 "	251 ft. super.	- 2 3	"	28 4 9	
Dantzic deck deals - - - 4 "	3,425 ft. run	3 18 -	100 feet	133 11 5	
Oak, Dantzic, plank - - - 4 "	60 ft. super.	- 2 1	foot	6 5 -	
Fir, red pine, ditto, rough - 2 "	1,239 "	- - 4 $\frac{1}{2}$	"	23 4 8	
Teak thickstuff - - - 4 $\frac{1}{2}$ "	7 ft. cube	- 6 11	"	2 8 5	
Ditto, plank - - - 3 "	185 ft. super.	- 1 9	"	16 3 9	
Ditto, ditto - - - 2 "	98 "	- 1 3	"	6 2 6	
Fir, Dantzic, plank - - - 2 $\frac{1}{2}$ "	88 "	- - 6	"	2 4 0	
Lower Deck, item 3:					
Teak timber - - - - -	269 ft. cube	- 6 3	foot	84 1 3	
Ditto - - - - -	211 "	- 6 11	"	72 19 5	
Spanish mahogany thickstuff - 5 inches	241 "	- 8 1	"	97 8 1	
Ditto - ditto - ditto - 6 "	240 "	- 8 5	"	101 - -	
Ditto - ditto - ditto - 5 $\frac{1}{2}$ "	20 "	- 8 1	"	8 1 8	
Ditto - ditto - plank - 3 "	2 ft. super.	- 2 -	"	- 4 -	
Teak timber - - - - -	35 ft. cube	- 8 2	"	14 5 10	
Ditto - - - - -	65 "	- 7 7	"	24 12 11	
Ditto - reserved - - - - -	2 "	- 2 5	"	- 4 10	
Teak plank - - - 4 inches	457 ft. super.	- 2 3	"	51 8 3	
Mahogany, Spanish, timber - - - - -	7 ft. cube	- 7 8	"	2 13 8	
Teak thickstuff - - - 6 $\frac{1}{2}$ inches	66 "	- 7 7	"	25 - 6	
Ditto - - - - 6 "	294 "	- 7 7	"	111 9 6	
Ditto - - - - 5 $\frac{1}{2}$ "	41 "	- 6 11	"	14 3 7	
Ditto - - - - 4 $\frac{1}{2}$ "	28 "	- 6 11	"	9 13 8	
Ditto - - - - 5 "	4 "	- 6 11	"	1 7 8	
Mahogany, Mexican, timber - - - - -	120 "	- 7 -	"	42 - -	
Ditto - - ditto - - - - -	10 "	- 6 8	"	3 6 8	
Ditto - - ditto - - - - -	3 "	- 6 4	"	- 19 -	
Ditto - - thickstuff - 5 inches	36 "	- 6 8	"	12 - -	
Lower Deck, item 4:					
Fir, red pine, board, rough - 1 $\frac{1}{2}$ inches	35 ft. super.	- - 3 $\frac{1}{2}$	foot	- 10 2	
Ditto - plank - - 2 "	894 "	- - 6	"	22 7 -	
Teak plank - - - 2 $\frac{1}{2}$ "	44 "	- 1 6	"	3 6 -	
Fir, red pine, plank, rough - 2 $\frac{1}{2}$ "	116 "	- - 5 $\frac{1}{4}$	"	2 10 9	
Fir, Dantzic, timber - - - - -	6 ft. cube	- 2 2	"	- 13 -	
Main Deck, item 2:					
Fir, yellow pine, board, rough - 1 $\frac{1}{2}$ inches	134 ft. super.	- - 3 $\frac{1}{2}$	foot	1 19 1	
Carried forward - - - £.				77,858 16 4	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*cont'd*.

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	77,858 16 4	
<i>"Achilles" Building—continued.</i>					
In Hold, item 2:—					
Teak thickstuff - - - 5 inches	63 ft. cube	- 6 11	foot	21 15 9	
Fir, yellow pine board, rough - 1 $\frac{1}{2}$ "	470 ft. super.	- - 3 $\frac{1}{2}$	"	6 17 -	
Ditto - ditto - ditto - 1 $\frac{1}{4}$ "	174 "	- - 3	"	2 3 6	
Fir, yellow pine board, rough - 1 $\frac{1}{2}$ "	69 "	- - 3 $\frac{1}{2}$	"	1 - 1	
Fir, Dantzic, plank, rough - 3 "	56 "	- - 5 $\frac{1}{2}$	"	1 5 8	
Cedar board, rough - - - 1 $\frac{1}{2}$ "	21 "	- - 3	"	- 5 3	
Fir red pine plank - - - 4 "	34 "	- - 10	"	1 8 4	
Ditto - ditto - - - 3 "	15 "	- - 8	"	- 10 -	
Teak thickstuff - - - 4 $\frac{1}{2}$ "	4 ft. cube	- 6 11	"	1 7 8	
Fir, red pine board - - - 1 $\frac{1}{2}$ "	35 ft. super.	- - 4	"	- 11 8	
Fir, yellow - ditto - rough - 3 $\frac{1}{2}$ "	512 "	- - 2	"	4 5 4	
Dantzic plank - - - 4 "	471 "	- - 9	"	17 13 3	
Red pine, plank, rough - - 3 "	59 "	- - 6	"	1 9 6	
Ditto - ditto - - - 2 "	74 "	- - 4 $\frac{1}{2}$	"	1 7 9	
Pitch, pine plank - - - 4 "	40 "	- - 9	"	1 10 -	
Lower Deck, item 4:—					
Fir, red pine plank, rough - 2 inches	558 ft. super.	- - 4 $\frac{1}{2}$	foot	10 9 2	
Mahogany, Honduras, plank - 4 "	32 "	- 2 1	"	3 6 8	
Fir, yellow pine board - - 1 $\frac{3}{4}$ "	1,126 "	- - 4	"	18 15 4	
Ditto - ditto - rough - 1 $\frac{3}{4}$ "	2,311 "	- - 3 $\frac{1}{2}$	"	33 13 8	
Ditto - ditto - ditto - 1 $\frac{1}{2}$ "	5,273 "	- - 3 $\frac{1}{2}$	"	76 17 3	
Fir, red pine - ditto - 1 $\frac{1}{4}$ "	878 "	- - 3	"	10 19 6	
Cowdie timber, reserved - - -	39 ft. cube	- 2 9	"	5 7 3	
Ditto board - - - 1 $\frac{1}{2}$ inches	14 ft. super.	- - 6	"	- 7 -	
Deals spruce - - - 1 $\frac{1}{2}$ "	879 ft. run	- 17 -	100 feet	7 9 5	
Fir, yellow pine board, rough - 1 "	2,542 ft. super.	- - 2 $\frac{1}{2}$	foot	26 9 4	
Ditto - ditto - ditto - 3 $\frac{1}{2}$ "	3,324 "	- - 2	"	27 14 -	
Ditto - ditto - ditto - 1 $\frac{1}{2}$ "	799 "	- - 1 $\frac{1}{2}$	"	4 19 10	
Ditto - ditto - ditto - 1 $\frac{1}{4}$ "	1,079 "	- - 3	"	13 9 9	
Fir, Riga - ditto - rough - 1 $\frac{1}{4}$ "	342 "	- - 2 $\frac{1}{2}$	"	3 11 3	
Spanish mahogany timber, reserved -	5 ft. cube	- 4 10	"	1 4 2	
Ditto - ditto - plank - 2 $\frac{1}{2}$ inches	9 ft. super.	- 1 9	"	- 15 9	
Ditto - ditto - board - 1 $\frac{1}{2}$ "	241 "	- 1 2	"	14 1 2	
Deals, spruce - - - 1 $\frac{1}{2}$ "	204 ft. run	- 6 10	100 feet	- 13 10	
Honduras mahogany thickstuff - 4 $\frac{1}{2}$ "	6 ft. cube	- 3 4	foot	1 - -	
Ditto - ditto - plank - 3 "	87 ft. super.	- 1 7	"	6 17 9	
Ditto - ditto - ditto - 2 $\frac{1}{2}$ "	59 "	- 1 4	"	3 18 8	
Fir, Riga, plank - - - 2 $\frac{1}{2}$ "	35 "	- - 6	"	- 17 6	
Fir, yellow pine plank, rough - 2 "	375 "	- - 4 $\frac{1}{2}$	"	7 - 7	
Ditto - ditto - ditto - 2 "	224 "	- - 6	"	5 12 -	
Fir, red pine plank - - - 4 "	55 "	- - 10	"	2 5 10	
Fir, Dantzic, plank, rough - 4 "	28 "	- - 7	"	- 16 4	
Honduras mahogany plank - 2 "	14 "	- 1 1	"	- 15 2	
Ditto - ditto - board - 3 $\frac{1}{4}$ "	643 "	- - 5 $\frac{1}{2}$	"	14 14 7	
Ditto - ditto - ditto, rough - 4 $\frac{1}{4}$ "	84 "	- - 4 $\frac{1}{2}$	"	1 11 6	
Teak board - - - 3 $\frac{1}{4}$ "	151 "	- - 7	"	4 8 1	
Honduras mahogany board, rough - 1 $\frac{1}{2}$ "	51 "	- - 3 $\frac{1}{2}$	"	- 14 10	
Ditto - ditto - ditto - 3 $\frac{1}{2}$ "	47 "	- - 3 $\frac{1}{2}$	"	- 13 8	
Teak board, rough - - - 4 $\frac{1}{2}$ "	689 "	- - 5 $\frac{1}{2}$	"	15 15 9	
Honduras mahogany timber, reserved -	6 ft. cube	- 3 4	"	1 - -	
Fir, Dantzic, plank - - - 4 inches	16 ft. super.	- - 10	"	- 13 4	
Fir, red pine, ditto - - - 3 "	99 "	- - 8	"	3 6 -	
Ditto - ditto - rough - 3 "	329 "	- - 6	"	8 4 6	
Fir, Riga, plank - - - 4 "	28 "	- - 9	"	1 1 -	
Deals, spruce - - - 1 $\frac{1}{2}$ "	44 ft. run	- 11 10	100 feet	- 3 -	
Fir, yellow pine board - - 1 $\frac{1}{2}$ "	561 ft. super.	- - 4	foot	9 7 -	
Ditto - ditto - - - 1 $\frac{1}{4}$ "	65 "	- - 2 $\frac{1}{2}$	"	- 13 6	
Ditto - pine, plank, rough 2 $\frac{1}{2}$ "	120 "	- - 5 $\frac{1}{4}$	"	2 12 6	
Cowdie timber, reserved - - -	6 ft. cube	- 1 9	"	- 10 6	
Ditto board, rough - - 1 $\frac{1}{2}$ inches	33 ft. super.	- - 5	"	- 13 9	
Honduras mahogany board - 1 "	199 "	- - 7	"	5 16 1	
Ditto - ditto - ditto, rough 1 "	211 "	- - 6	"	5 5 6	
Cowdie board, rough - - 1 $\frac{1}{4}$ "	36 "	- - 4	"	- 12 -	
Canada elm, board - - - 1 $\frac{1}{2}$ "	501 "	- - 5	"	10 8 9	
Carried forward - - -				78,300 1 1	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
	£. s. d.	£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	78,300 1 1	- - -
<i>"Achilles" Building—continued.</i>					
Lower Deck, item 4:					
Deals, spruce - - - 1 inch -	36 ft. run	- 12 6	100 feet	- 4 6	
Honduras mahogany, board - 1½ "	434 ft. sup.	- - 10	foot	18 11 8	
Deals, spruce, one side planed - 1½ "	3,584 ft. run	- 15 -	100 feet	26 17 7	
Spanish mahogany, board, rough 1½ "	48 ft. sup.	- 1 -	foot	2 8 -	
Ditto - ditto - plank - 4 inches	26 "	- 2 3	"	2 18 6	
Teak, timber - - - - -	53 ft. cube	- 6 3	"	16 11 3	
Ditto, plank - - - - 3½ inches	3 ft. sup.	- 2 -	"	- 6 -	
Ditto, ditto - - - - 3 "	349 "	- 1 9	"	30 10 9	
Fir, pitch pine, plank - - 4 "	42 "	- - 9	"	1 11 6	
Teak plank - - - - 4 "	13 "	- 2 3	"	1 9 3	
Ditto, thickstuff - - - 6 "	5 ft. cube	- 7 7	"	1 17 11	
Ditto, plank - - - - 2 "	22 ft. sup.	- 1 3	"	1 7 6	
Fir, Dantzic, plank - - 3 "	14 "	- - 7	"	- 8 2	
Ditto - ditto - - - 4 "	461 "	- - 9	"	17 5 9	
Ditto - ditto - - - 2 "	12 "	- - 5	"	- 5 -	
Teak, timber, reserved - - - -	3 ft. cube	- 2 5	"	- 7 3	
Fir, yellow pine, plank - - 3 inches	64 ft. sup.	- - 8	"	2 2 8	
Ditto - ditto - - - 4 "	245 "	- - 10	"	10 4 2	
Ditto - board, rough - 1½ inch	74 "	- - 3	"	- 18 6	
Deals, spruce, two sides planed 1 "	72 ft. run	- 12 10	100 feet	- 9 3	
Fir, yellow pine, board, rough - 3 "	35 ft. sup.	- - 1	foot	- 4 4	
Teak, timber - - - - -	5 ft. cube	- 6 11	"	1 14 7	
Fir, Dantzic, timber - - - -	65 "	- 2 3½	"	7 6 3	
Deals, spruce, rough - - 1 inch -	144 ft. run	- 12 2	100 feet	- 17 6	
Main Deck, item 1:					
Teak, thickstuff - - - 9 inches	13 ft. cube	- 8 2	foot	5 6 2	
Ditto - - - - 8½ "	569 "	- 7 7	"	215 14 11	
Ditto - - - - 5 "	8 "	- 6 11	"	2 15 4	
Teak, timber, reserved - - - -	8 "	- 2 5	"	- 19 4	
Ditto - ditto - - - -	5 "	- 6 11	"	1 14 7	
Ditto - ditto - - - -	14 "	- 6 3	"	4 7 6	
Main Deck, item 2:					
Dantzic, oak, thickstuff - - 4½ inches	3,781 ft. cube	- 6 2	foot	1,165 16 2	
Ditto - ditto - - - 5 "	1,662 "	- 6 2	"	512 9 -	
Ditto - ditto - - - 5½ "	179 "	- 6 2	"	55 3 10	
Ditto - ditto, contract - 4½ "	11 "	9 18 6	load	2 3 8	
Ditto - ditto - ditto - 5 "	567 "	9 18 6	"	112 10 8	
Teak, thickstuff - - - 6 "	75 "	- 7 7	foot	28 8 9	
Ditto - - - - 7 "	22 "	- 7 7	"	8 6 10	
Ditto - - - - 6½ "	15 "	- 7 7	"	5 13 9	
Dantzic, oak, thickstuff - - 6½ "	710 "	- 6 6	"	230 15 -	
Ditto - ditto - - - 6 "	1,533 "	- 6 6	"	498 4 6	
Ditto - ditto - - - 7 "	12 "	- 6 6	"	3 18 -	
Ditto - plank - - - 2 "	6 ft. sup.	- 1 1	"	- 6 6	
Ditto - board - - - 1½ "	11 "	- - 10	"	- 9 2	
Ditto - thickstuff, contract 6 "	116 ft. cube	9 18 6	load	23 0 5	
Ditto - ditto - ditto 6½ "	99 "	9 18 6	"	19 13 -	
Ditto - ditto - ditto 5½ "	0 "	9 18 6	"	5 19 -	
Main Deck, item 3:					
Teak, timber - - - - -	1,267 ft. cube	- 6 11	foot	438 3 5	
Ditto - - - - -	339 "	- 6 3	"	105 18 9	
Spanish mahogany, timber - - -	146 "	- 8 5	"	61 8 10	
Teak, timber - - - - -	1,547 "	- 7 7	"	586 11 5	
Ditto, plank - - - 3 inches	395 ft. sup.	- 1 9	"	34 11 3	
Ditto, thickstuff - - - 10 "	34 ft. cube	- 8 2	"	13 17 8	
Spanish mahogany, timber - - -	352 "	- 8 1	"	142 5 4	
Teak, timber - - - - -	202 "	- 8 2	"	82 9 8	
Ditto, plank - - - 4 inches	554 ft. sup.	- 2 3	"	62 6 6	
Spanish mahogany, timber - - -	30 ft. cube	7 8	"	11 10 -	
Teak, plank - - - 2 inches	146 ft. sup.	- 1 3	"	9 2 6	
Spanish mahogany, thickstuff - 7 "	60 ft. cube	- 8 5	"	25 5 -	
Ditto - ditto plank - 4 "	4 ft. sup.	- 2 8	"	- 10 8	
Carried forward - - - £.				82,924 16 -	

Appendix No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	82,924 16 -	
<i>"Achilles" Building—continued.</i>					
Main Deck, item 3:					
Spanish mahogany plank - - 3½ inches	8 ft. super.	- 2 4	foot	- 18 8	
Ditto - ditto - - - 3 "	35 "	- 2 -	"	3 10 -	
Ditto - ditto - - - 2 "	85 "	- 1 6	"	6 7 6	
Teak timber, reserved - - -	10 ft. cube	- 2 5	"	1 4 2	
Ditto thickstuff - - - 8½ "	65 "	- 7 7	"	24 12 11	
Ditto - ditto - - - 5 "	62 "	- 6 11	"	21 8 10	
Teak plank - - - 3½ "	27 ft. super.	- 2 -	"	2 14 -	
Dantzic oak thickstuff - - 5 "	73 ft. cube	- 6 2	"	22 10 2	
Teak timber reserved - - -	17 "	- 3 2	"	2 13 10	
Spanish mahogany plank - - 2½ "	21 ft. super.	- 1 9	"	1 16 9	
Teak sided timber, reserved - - -	20 ft. cube	13 1 6	load	5 4 7	
Honduras mahogany timber - - -	52 "	- 6 9	foot	17 11 -	
Ditto - ditto - plank, rough 2 "	14 ft. super.	- - 11	"	- 12 10	
Spanish mahogany thickstuff - 6 "	3 ft. cube	- 8 5	"	1 5 3	
Dantzic oak thickstuff, contract 5 "	34 "	9 18 6	load	6 14 11	
Teak thickstuff - - - 7 "	11 "	- 7 7	foot	4 3 5	
Ditto - - - 6 "	29 "	- 7 7	"	10 19 11	
Ditto - - - 5½ "	12 "	- 6 11	"	4 3 -	
Teak board - - - 1½ "	38 "	- 1 -	"	1 18 -	
Dantzic oak thickstuff, contract 5½ "	14 "	9 18 6	load	2 15 7	
Teak thickstuff, rough - - 5 "	10 "	- 5 9	foot	2 17 6	
Ditto plank, rough - - - 4 "	10 ft. super.	- 1 10	"	- 18 4	
Honduras mahogany thickstuff 4½ "	17 ft. cube	- 6 5	"	5 9 1	
Ditto - ditto - timber, reserved - - -	7 "	- 3 4	"	1 3 4	
Ditto - ditto - plank - - 4 "	98 ft. super.	- 2 1	"	10 4 2	
Spanish mahogany board - - 1 "	8 "	- - 10	"	- 6 8	
Mexican - ditto - plank - - 2½ "	4 "	- 1 5	"	- 5 8	
Teak thickstuff - - - 6½ "	172 ft. cube	- 7 7	"	65 4 4	
Honduras mahogany timber - - -	14 "	- 6 2	"	4 6 4	
Ditto - ditto - ditto, reserved, rough	2 "	- 2 8	"	- 5 4	
Ditto - ditto - board - 1 inch	23 ft. super.	- - 7	"	- 13 5	
Main Deck, item 4:					
Fir, yellow pine board, rough - 1½ inches	1,758 ft. super.	- - 3½	foot	25 12 6	
Ditto red pine plank - - 4 "	85 "	- - 10	"	3 10 10	
Ditto yellow pine board, rough - 1½ "	4,333 "	- - 3	"	54 3 3	
Ditto - ditto - ditto - - 5½ "	431 "	- - 1½	"	2 13 10	
Ditto - ditto - ditto - - 1½ "	378 "	- - 3½	"	5 10 1	
Ditto - ditto - ditto - - ½ "	729 "	- - 1½	"	4 11 -	
Ditto red pine plank - - 3½ "	32 "	- - 7	"	- 18 8	
Ditto - ditto - - - 2 "	268 "	- - 4½	"	5 - 6	
Ditto, Dantzic, plank, rough - 3½ "	131 "	- - 6	"	3 5 6	
Spanish mahogany board, rough 1½ "	152 "	- 1 -	"	7 12 -	
Ditto - ditto - ditto - - 2 "	60 "	- - 5½	"	1 7 6	
Honduras mahogany plank - - 1½ "	13 "	- 1 1	"	- 14 1	
Ditto - ditto - ditto - - 3 "	22 "	- 1 7	"	1 14 10	
Spanish mahogany plank - - 4 "	55 "	- 2 8	"	7 6 8	
Ditto - ditto - ditto - - 3 "	118 "	- 2 -	"	11 16 -	
Cedar board, rough - - - ½ "	109 "	- - 3	"	1 7 3	
Honduras mahogany board - - 1 "	46 "	- - 7	"	1 6 10	
Fir, yellow pine board, rough - 1 "	300 "	- - 2½	"	3 2 5	
Spanish mahogany timber - - -	5 ft. cube	- 7 8	"	1 18 4	
Fir, red pine plank, rough - - 3 "	85 ft. super.	- - 6	"	2 2 6	
Ditto - ditto board ditto - - 1½ "	102 "	- - 3	"	1 5 6	
Fir, yellow pine board - - - 1½ "	72 "	- - 4	"	1 4 -	
Ditto - Dantzic, plank, rough - 2½ "	254 "	- - 4½	"	5 - 6	
Honduras mahogany board, rough 1½ "	245 "	- - 9	"	9 3 9	
Ditto - ditto - ditto - - ½ "	64 "	- - 4	"	1 1 4	
Spanish mahogany plank - - 2 "	50 "	- 1 6	"	3 15 -	
Fir, Riga, plank, rough - - 2½ "	509 "	- - 4½	"	10 1 5	
Canada elm board - - - 3½ "	727 "	- - 2½	"	7 11 5	
Honduras mahogany plank - - 2½ "	25 "	- 1 4	"	1 13 4	
Ditto - ditto - board - - 1½ "	128 "	- - 10	"	5 6 8	
Canada elm board - - - 1½ "	370 "	- - 5	"	7 14 2	
Cedar board - - - ½ "	53 "	- - 4	"	- 17 8	
Carried forward - - - £.				83,360 4 10	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	
Brought forward - - -	- - -	- - -	- - -	83,360 4 10	
<i>"Achilles" Building—continued.</i>					
Main Deck, item 4— <i>continued.</i>					
Fir, Riga, board, rough - - 1½ inches	46 ft. super.	- - 3½	foot	- 13 5	
Ditto red pine board - - 1½ "	271 "	- - 3½	"	3 19 -	
Ditto pitch pine plank - - 4 "	104 "	- - 9	"	5 18 -	
Honduras mahogany board, rough 1½ "	54 "	- - 7½	"	1 13 9	
Ditto - ditto - ditto - 5½ "	52 "	- - 4	"	- 17 4	
Fir, yellow pine board, rough - 3½ "	843 "	- - 2	"	7 - 6	
Ditto - ditto plank - - 4 "	50 "	- - 10	"	2 1 8	
Spanish mahogany board - - 1 "	16 "	- - 10	"	- 13 4	
Teak board - - - 1½ "	87 "	- 1 -	"	4 7 -	
Ditto - - - - 1 "	99 "	- - 8½	"	3 10 1	
Fir, yellow pine thickstuff, rough 6 "	27 "	- 2 1	"	2 16 3	
Ditto red pine plank - - 3 "	48 "	- - 8	"	1 12 -	
Ditto, Dantzic, plank - - 3 "	9 "	- - 7	"	- 5 3	
Ditto red pine board - - 1½ "	23 "	- - 3½	"	- 6 8	
Honduras mahogany board, rough ½ "	158 "	- - 3½	"	2 7 -	
Fir, Dantzic, plank - - 4 "	17 "	- - 9	"	- 12 9	
Ditto - ditto - - - 2 "	43 "	- - 5	"	- 17 11	
Mexican mahogany plank - 4 "	8 "	- 2 2	"	- 17 4	
Ditto - ditto - ditto - 2 "	6 "	- 1 2	"	- 7 -	
Spanish mahogany board, rough ¾ "	23 "	- - 7	"	- 13 5	
Main Deck, item 5:					
Teak, plank - - - 4 inches	651 ft. super.	- 2 3	foot	73 4 9	
Ditto timber - - - - -	82 ft. cube	- 6 3	"	25 12 6	
Ditto thickstuff - - - 6½ inches	14 "	- 7 7	"	5 6 2	
Ditto plank - - - 2 "	5,422 ft. super.	- 1 3	"	338 17 6	
Ditto timber - - - - -	60 ft. cube	- 7 7	"	22 15 -	
Ditto ditto - - - - -	18 "	- 6 11	"	6 4 6	
Ditto ditto, reserved - - - -	11 "	- 2 5	"	1 6 7	
Ditto plank, rough - - - 2 inches	92 "	- 1 -	"	4 12 -	
Ditto thickstuff - - - 5 "	18 "	- 6 11	"	6 4 6	
Ditto plank - - - 2½ "	1,094 ft. super.	- 1 6	"	82 1 -	
Ditto (reserved) timber - - - -	20 ft. cube	- 3 2	"	3 3 4	
Ditto plank - - - 3 inches	297 ft. super.	- 1 9	"	25 19 9	
Ditto board - - - 1½ "	38 "	- 1 -	"	1 18 -	
Honduras mahogany plank - 3½ "	18 "	- 1 10	"	1 13 -	
Ditto - ditto - ditto - 3 "	7 "	- 1 7	"	- 11 1	
In Hold, item 2:					
Oak, English, timber - - - -	19 ft. super.	- 7 6	foot	7 2 6	
Teak, plank - - - 2 inches	3,158 "	- 1 3	"	197 7 6	
Ditto - rough - - - 2 "	24 "	- 1 -	"	1 4 -	
Ditto - - - - 3 "	1,358 "	- 1 9	"	118 16 6	
Ditto - - - - 4 "	1,066 "	- 2 3	"	119 18 6	
Ditto - - - - 3½ "	157 "	- 2 -	"	15 14 -	
Teak, timber - - - - -	298 ft. cube	- 6 11	"	103 1 2	
Ditto - - - - -	249 "	- 6 3	"	77 16 3	
Mahogany, Honduras, timber - - -	68 "	- 6 5	"	21 16 4	
Ditto - ditto - ditto - - -	38 "	- 6 2	"	11 14 4	
Elm, Canada, board - - 1½ inches	102 ft. super.	- - 5	"	2 2 6	
Ditto ditto - rough - 1½ "	100 "	- - 4	"	1 13 4	
Teak, board, rough - - 1½ "	45 "	- - 10	"	1 17 6	
Ditto timber, reserved - - - -	8 ft. cube	- 3 2	"	1 5 4	
Ditto thickstuff - - - 6 inches	14 "	- 7 7	"	5 6 2	
Ditto ditto - - - 5½ "	11 "	- 6 11	"	3 16 1	
In Hold, item 3:					
Teak, timber - - - - -	45 ft. cube	- 6 3	foot	14 1 3	
Ditto ditto - - - - -	146 "	- 8 2	"	59 12 4	
Ditto ditto - - - - -	24 "	- 6 11	"	8 6 -	
Ditto ditto, reserved - - - -	3 "	- 2 5	"	- 7 3	
Ditto thickstuff, contract - - 5 inches	25 "	9 11 -	load	4 15 6	
Ditto plank - - - 2 "	39 ft. super.	- 1 3	foot	2 8 9	
Ditto timber, reserved - - - -	8 ft. cube	- 3 2	"	1 5 4	
Fir, red pine, plank, rough + 2 inches	781 ft. super.	- - 4½	"	14 12 10	
In Hold, item 4:					
Teak, plank - - - 4 inches	18 ft. super.	- 2 3	foot	2 - 6	
Ditto - - - 2 "	46 "	- 1 3	"	2 17 6	
Carried forward - - - £.				84,802 3 5	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	
Brought forward - - -	- - -	- - -	- - -	84,802 3 5	
<i>"Achilles" Building—continued.</i>					
<i>Sundry Petty Stores:</i>					
Bath bricks - - - - -	35 No.	- 1 - $\frac{1}{4}$	dozen	- 2 11	
Blacklead - - - - -	22 $\frac{1}{2}$ lbs.	- - 2 $\frac{1}{2}$	lb.	- 4 6	
Candles, tallow - - - - -	cwt. 326 1 13	- - 5 $\frac{1}{2}$	"	837 13 3	
Canvas, old, painted - - - - -	" 2 1 0	- 6 -	cwt.	- 13 6	
" painted - - - - -	680 yards	- 2 - $\frac{1}{2}$	yard	69 8 4	
" worn - - - - -	1,887 "	- - 8 $\frac{1}{2}$	"	66 16 7	
Cotton, round - - - - -	cwt. 2 2 3	- - 9	lb.	10 12 3	
" wicks - - - - -	7 oz.	- 3 3	"	- 1 5	
" waste - - - - -	cwt. 0 3 21	1 3 - $\frac{1}{4}$	cwt.	1 1 5	
Emery, on cloth - - - - -	114 sheets	- 1 -	quire	- 4 0	
Fuel for engine—Coals, steam engine - - -	245 tons	- 13 8	ton	167 8 4	
" " " Welsh - - - - -	30 "	- 16 8	"	26 - -	
" furnaces " steam engine - - - - -	239 "	- 13 8	"	163 6 4	
" " " Welsh - - - - -	4 "	- 16 8	"	3 6 8	
" " " smithery - - - - -	82 "	- 11 3	"	45 19 8	
" forges " " - - - - -	234 "	- 11 3	"	131 12 6	
" " " gas - - - - -	12 $\frac{1}{2}$ "	- 17 4	"	10 16 8	
" engines " steam engine - - - - -	593 $\frac{1}{2}$ "	- 13 5	"	391 7 9	
" furnace " " - - - - -	284 "	- 13 5	"	190 9 -	
" " " smithery - - - - -	128 $\frac{1}{2}$ "	- 10 10 $\frac{1}{2}$	"	69 13 2	
" blast engine—Coals, steam engine - -	1 "	- 13 8	"	- 13 8	
" forges - - " smithery - - - - -	507 "	- 10 10 $\frac{1}{2}$	"	275 8 8	
	Tons cwt. qrs. lbs.				
" " - - - Coke - - - - -	90 2 1 0	1 - 10	"	93 17 3	
" steaming plank—Coals, steam engine -	25 tons	- 13 5	"	16 15 5	
" " " " " " - - - - -	15 "	- 13 8	"	10 5 -	
" forges - - - " Coke - - - - -	68 $\frac{1}{2}$ "	1 8 5	"	97 5 11	
" steam engines " " - - - - -	4 "	1 - 10	"	4 3 4	
Casks, iron, for oil, large - - - - -	1 No.	- 14 11	each	- 14 11	
Emery, on paper - - - - -	72 sheets	- - 7 $\frac{1}{2}$	quire	- 2 -	
Laces, white - - - - -	44 No.	- - 4 $\frac{1}{2}$	each	- 16 6	
Paint, lamp black - - - - -	4 lbs.	- 9 10	cwt.	- - 4	
Moulds—Fir, yellow pine plank, rough 3 inch	30 ft. sup.	- - 6	foot	- 15 -	
" elm, English, board - - - - -	21 "	- - 2	"	- 3 6	
" " " " " " - - - - -	17 "	- - 3 $\frac{1}{4}$	"	- 4 7	
" fir, Dantzic, plank - - - - -	87 "	- - 7	"	2 10 9	
" " Riga, thickstuff - - - - -	21 ft. cube	- 1 10	"	1 18 6	
" " yellow pine plank - - - - -	23 ft. sup.	- - 8	"	- 15 4	
" " Dantzic, plank - - - - -	81 "	- - 9	"	3 - 9	
Cotton wicks - - - - -	2 oz.	- 2 5 $\frac{1}{2}$	lb.	- - 4	
Spun yarn, white - - - - -	cwt. 1 0 0	2 8 -	cwt.	2 8 -	
Candles, tallow - - - - -	" 28 2 0	- - 4 $\frac{3}{4}$	lb.	63 3 6	
Moulds—Fir, red pine board - - - - -	68 ft. sup.	- - 4	foot	1 2 8	
Glass on cloth - - - - -	896 sheets	- - 11	quire	1 13 9	
Glue - - - - -	10 lbs.	- - 5 $\frac{1}{4}$	lb.	- 4 4	
Glue on paper - - - - -	174 sheets	- - 6 $\frac{1}{2}$	quire	- 4 -	
Iron new plate - - - - -	23 lbs.	- 10 1 $\frac{1}{2}$	cwt.	- 2 1	
Muriatic acid - - - - -	1 lb.	- 13 1 $\frac{1}{2}$	"	- - 1	
Moulds—Fir, red pine board - - - - -	350 ft. sup.	- - 2 $\frac{1}{2}$	foot,	3 12 10	
" " " plank - - - - -	27 "	- - 8	"	- 18 -	
" " yellow pine board, rough - - - - -	24,236 "	- - 2	"	201 19 2	
" " " " " " - - - - -	7,743 "	- - 2 $\frac{1}{2}$	"	80 11 -	
" " " " " " - - - - -	2,041 "	- - 3 $\frac{1}{2}$	"	29 14 10	
" " " " " " - - - - -	5,045 "	- - 2 $\frac{1}{2}$	"	52 9 6	
" " " " " " - - - - -	1,321 "	- - 3	"	16 10 3	
" " " " " " - - - - -	41 "	- - 5	"	- 17 1	
" " yellow pine board, rough - - - - -	6,610 "	- - 1 $\frac{1}{2}$	"	41 4 10	
" " plank - - - - -	136 "	- - 6	"	3 8 -	
" Cedar plank - - - - -	22 "	- 1 1	"	1 3 10	
" " board - - - - -	50 "	- - 10	"	2 1 8	
" " " " " " - - - - -	68 "	- - 5 $\frac{1}{2}$	"	1 11 2	
" Fir, red pine board, rough - - - - -	508 "	- - 2	"	4 4 8	
" " yellow pine ditto - - - - -	878 "	- - 1 $\frac{1}{2}$	"	5 9 6	
" Deals, spruce, one side planed - - -	48 ft. run	- 9 10	100 feet	- 4 8	
Carried forward - - - £.				88,012 13 7	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	88,012 13 7	
<i>"Achilles" Building—continued.</i>					
<i>Sundry Petty Stores—continued.</i>					
Moulds, fir, red pine plank - - 2 inch	120 ft. sup.	- - 6	foot	3 - -	
" deals, spruce - - - 1½ "	36 ft. run	- 6 10	100 feet	- 2 5	
" cedar plank - - - 3 "	146 ft. sup.	- 1 7	foot	11 9 7	
" " - - - 3½ "	33 "	- 1 10	"	3 - 6	
" " - - - 2½ "	92 "	- 1 4	"	6 2 8	
" fir, yellow pine board, rough 3/8 "	1,156 "	- - 1½	"	7 4 3	
" cedar timber - - - - "	18 ft. cube	- 6 4	"	5 14 -	
" fir, red pine plank - - 2½ inch	52 ft. sup.	- - 7	"	1 10 4	
" deals, spruce (one side planed) 1½ "	216 ft. run	- 7 2	100 feet	- 15 6	
" fir, yellow pine board - 1½ "	45 ft. sup.	- - 4	foot	- 15 -	
" " - - - 1½ "	225 "	- - 2	"	1 17 6	
" cedar board - - - 1 "	18 "	- - 7	"	- 10 6	
" fir, Dantzic, plank - - 2 "	68 "	- - 5	"	1 8 4	
" yellow pine board - - 1 "	60 "	- - 3	"	- 15 -	
" cedar timber - - - - "	34 ft. cube	- 6 1	"	10 6 10	
" cowdie board - - - 3/4 inch	77 ft. sup.	- - 3	"	- 19 3	
" fir, yellow pine board - - 1½ "	1,210 "	- - 2	"	10 1 8	
" " - - - 1½ "	116 "	- - 3½	"	1 13 10	
" fir, Dantzic, plank - - 3 "	31 "	- - 7	"	- 18 1	
" Wych elm board, rough - 3/4 "	58 "	- - 2½	"	- 12 -	
" fir, Dantzic, board - - 3/4 "	54 "	- - 2	"	- 9 -	
" red pine plank - - 4 "	16 "	- - 10	"	- 13 4	
" Riga, board - - - 3/4 "	35 "	- - 2	"	- 5 10	
" cedar timber, reserved - - - - "	12 ft. cube	- 2 8	"	1 12 -	
" " " " - - - - "	7 "	- 3 4	"	1 3 4	
" cedar thickstuff - - - 4½ inch	4 "	- 5 5	"	1 1 8	
" plank - - - 3 "	13 ft. sup.	- 1 4½	"	- 17 10	
" fir, yellow pine timber, reserved - 3 ft. cube	3 ft. cube	- 1 1	"	- 3 3	
" deals, spruce, rough - 1½ inch	168 ft. run	- 6 10	100 feet	- 11 5	
" " - - - 1½ "	134 "	- 9 6	"	- 12 9	
" fir, yellow pine plank - - 4 "	7 ft. sup.	- - 10	foot	- 5 10	
" elm, English, board - - 1 "	18 "	- - 4	cwt.	- 6 -	
Nails, iron, dog - - - 2½ "	24 lbs.	- 17 -½	cwt.	- 3 8	
" rosehead - - - 1½ "	cwt. 1 3 12	1 14 -½	"	3 1 10	
" " - - - 4 "	" 1 3 21	- 14 9	"	1 8 -	
" " - - - 3 "	" 4 0 15	- 13 8½	"	2 11 7	
" " - - - 4½ "	" 0 0 4	- 14 9	"	- - 6	
" " - - - 2 "	" 3 2 15	1 12 3½	"	5 15 -	
" " - - - 1 "	" 0 1 13	- - 4	lb.	- 13 8	
" " - - - 2½ "	" 2 0 23	- 18 2	cwt.	1 18 5	
" dog - - - 2 "	" 0 0 6	1 - 9	"	- 1 1	
" roseheads - - - 5 "	" 0 1 15	- 14 9	"	- 5 7	
" " - - - 3/4 "	" 0 0 27	- - 6	lb.	- 13 6	
" " - - - 3½ "	" 0 0 7	- 15 10½	cwt.	- 1 -	
" " - - - 1½ "	" 0 0 19	1 6 3½	"	- 4 4	
" dieheads - - - 1½ "	" 0 3 13	2 17 3½	"	2 9 1	
" " - - - 2½ "	" 0 1 16	1 6 3½	"	- 10 4	
" " - - - 2 "	" 1 0 21	1 15 -½	"	2 1 3	
" " - - - 4 "	" 0 0 18	- 17 2½	"	- 2 8	
" " - - - 6 "	" 0 0 14	- 15 10½	"	- 2 -	
" " - - - 3 "	" 0 1 10	1 4 1½	"	- 8 1	
" " - - - 5 "	" 0 0 14	- 15 10½	"	- 2 -	
" tacks - - - 1½ "	" 0 0 1	- - 10	lb.	- - 10	
" countersunk - - - 1½ "	" 0 0 10	1 9 3½	cwt.	- 2 7	
" clasp, fine - - - 2 "	" 0 1 26	1 14 -½	"	- 16 4	
" " - - - 1½ "	" 1 2 1	2 12 2½	"	3 17 9	
" " - - - 1½ "	" 1 1 5	2 5 4½	"	2 18 3	
" " - - - 2½ "	" 0 0 22	1 6 3½	"	- 5 -	
" " - - - 3 "	" 0 0 18	1 2 4	"	- 3 5	
" " - - - 1 "	" 0 0 19	- - 8½	lb.	- 13 5	
" clasp, bastard - - - 1½ "	" 2 1 5	1 13 1	cwt.	3 15 1	
" " - - - 2 "	" 1 3 6	1 7 11½	"	2 9 -	
" " - - - 2½ "	" 0 2 15	- 18 3½	"	- 11 6	
" scupper - - - 2½ "	" 0 2 3	2 8 2½	"	1 5 3	
" brads - - - 1½ "	" 0 0 2	- - 5½	lb.	- - 10	
" " - - - 2 "	" 0 0 2	- - 4½	"	- - 9	
Carried forward - - - £				88,129 6 8	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in building H.M.S. "Achilles"—contd.

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	88,129 6 8	
"Achilles" Building—continued.					
Sundry Petty Stores—continued.					
Nails, iron, cooper's flats - - 1 $\frac{1}{4}$ inch	cwt. 0 0 4	1 17 8 $\frac{3}{4}$	cwt.	- 1 4	
" " " " - 1 $\frac{3}{4}$ "	" 0 1 10	- - 7 $\frac{3}{4}$	lb.	1 4 6	
" " " " - 1 "	" 0 1 19	- 1 1	"	2 10 11	
" brads billed, fine - 1 $\frac{3}{4}$ "	" 0 0 1	- 1 2	"	- 1 2	
" " " " - 1 $\frac{1}{2}$ "	" 0 0 1	- 1 3	"	- 1 3	
" port " " - 5 "	" 0 0 14	- 17 - $\frac{1}{4}$	cwt.	- 2 1	
" " " " - 4 "	" 0 2 0	- 17 - $\frac{1}{4}$	"	- 8 6	
" ribband - 6 "	" 0 0 20	- 13 7 $\frac{1}{2}$	"	- 2 5	
Oil, animal, Brotherston's - - -	2 galls.	- 5 6	gallon	- 11 -	
" linseed - - -	3 $\frac{1}{2}$ "	- 2 3 $\frac{1}{2}$	"	- 1 9	
" train - - -	33 "	- 2 9	"	4 10 9	
" Gallipoli - - -	1,737 "	- 4 8 $\frac{1}{4}$	"	408 7 4	
" pale seal - - -	783 "	- 3 6	"	137 - 6	
" sperm " - - -	44 $\frac{1}{2}$ "	- 7 10 $\frac{1}{2}$	"	17 10 10	
Oakum, white - - -	cwt. 29 2 7	1 2 6	cwt.	32 18 1	
Red lead, dry - - -	" 0 1 7	1 3 6	"	- 7 3	
Composition, (Riley's) - - -	" 4 2 15 $\frac{1}{2}$	1 13 -	"	7 12 10	
Rosin - - -	" 0 0 17	- 6 1 $\frac{1}{2}$	"	- - 10	
Rings, iron - - -	" 0 0 12	1 3 11 $\frac{1}{4}$	"	- 2 5	
" " " " - 0 0 23	" 0 0 23	- - 2 $\frac{3}{4}$	lb.	- 5 2	
Plates, tin, single - - -	434 No.	- 1 7 $\frac{3}{4}$	dozen	2 19 5	
Paint, white, mixed - - -	cwt. 1 1 14	1 6 6	cwt.	1 16 5	
Pumice-stone - - -	" 1 2 1	- - 1 $\frac{1}{4}$	lb.	- 17 7	
Plates, tin, double - - -	4 No.	- 3 5	dozen	- 1 2	
Screws, iron - - - 1 $\frac{1}{2}$ inch	579 "	- 1 9	gross	- 6 11	
" " " " - 1 $\frac{1}{4}$ "	72 "	- - 1 $\frac{1}{4}$	dozen	- - 7	
" " " " - 2 $\frac{1}{2}$ "	156 "	- 3 7 $\frac{1}{4}$	gross	- 3 9	
" " " " - 3 $\frac{3}{4}$ "	432 "	- - 9	"	- 2 2	
" " " " - 1 "	164 "	- - 11	"	- 1 -	
" " " " - 2 "	328 "	- 2 7 $\frac{1}{2}$	"	- 5 11	
" " " " - 3 "	324 "	- 4 11	"	- 11 -	
" " " " - 4 "	36 "	- 7 10 $\frac{1}{2}$	"	- 2 -	
" " " " - 3 $\frac{1}{2}$ "	84 "	- 6 6 $\frac{3}{4}$	"	- 3 9	
" " " " - 1 $\frac{1}{2}$ "	72 "	- 0 6 $\frac{1}{2}$	"	- - 3	
" " " " - 5 "	24 "	- 12 1 $\frac{1}{4}$	"	- 2 -	
" coach - - -	20 lbs.	- - 2 $\frac{1}{2}$	lb.	- 4 2	
" iron - - - 4 inch	60 No.	- 8 10 $\frac{1}{4}$	gross	- 3 9	
Sulphur - - -	cwt. 0 0 3 $\frac{1}{2}$	- 16 5 $\frac{1}{4}$	cwt.	- - 6	
Soap, soft - - -	" 5 1 15	- - 2 $\frac{3}{4}$	lb.	6 17 11	
Salammoniac - - -	" 0 0 0 $\frac{1}{2}$	- - 5 $\frac{1}{4}$	"	- - 2	
Spirits of turpentine - - -	$\frac{1}{4}$ gallon	- 3 1	gallon	- - 9	
Skins, fish - - -	12 No.	- 2 11	each	1 15 -	
Salt, common - - -	7 lbs.	- 2 6	cwt.	- - 2	
Soda - - -	20 "	- - 1 $\frac{1}{2}$	lb.	- 2 5	
Tallow, white - - -	cwt. 2 0 17	2 18 9	cwt.	6 5 7	
Whiting - - -	" 10 2 10	- 1 4 $\frac{1}{4}$	"	- 14 2	
Tallow, yellow - - -	" 0 1 12	2 16 -	"	1 - -	
Twine, fine - - -	" 0 0 1	- 1 7	lb.	- 1 6	
" seine - - -	" 0 0 0 $\frac{1}{2}$	- 0 10 $\frac{1}{4}$	"	- - 5	
General expenditure, Smiths - - -	" 0 0 0 $\frac{1}{2}$	- 2 7	"	- 1 3	
Ditto - Joiners - - -	- - -	- - -	- - -	28 9 1	
Ditto - Millwrights - - -	- - -	- - -	- - -	25 8 3	
Ditto - Turners - - -	- - -	- - -	- - -	9 9 8	
Ditto - Painters - - -	- - -	- - -	- - -	2 14 10	
Ditto - Plumbers - - -	- - -	- - -	- - -	5 16 7	
				- 4 11	
RETURNS :					88,840 12 7
Bolts and nuts, iron, for armour plate backing, &c.	Tons cwt. qrs. lbs.				
Bilge keels, iron, new $\frac{1}{2}$ round - 2 inch	0 1 0 7	1 7 5 $\frac{1}{2}$	cwt.	1 9 2	
Bulkheads " plates - 1 $\frac{1}{2}$ "	0 4 1 24	9 11 -	ton	2 2 8	
" " " " - 1 $\frac{1}{2}$ "	0 4 0 8	11 5 -	"	2 5 9	
" " " " - 1 $\frac{1}{2}$ "	0 8 2 11	12 - -	"	5 3 2	
" " " " - 1 $\frac{1}{2}$ "	0 3 2 0	11 14 -	"	2 - 11	
" " " " - 1 $\frac{1}{2}$ "	1 3 0 15	12 4 8 $\frac{1}{4}$	"	14 3 -	
Carried forward - - - £.				27 4 8	88,840 12 7

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in building H.M.S. "Achilles"—*cont^d*.

Description of Material, or Workmanship Performed.	Quantity.	Rate	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	27 4 8	88,840 12 7
<i>"Achilles" Building—Sundry Petty Stores—continued.</i>					
RETURNS—continued.					
	Tons cwt. qrs. lbs.				
Bulkheads—Iron, new plate - - $\frac{1}{8}$ inch	0 13 2 7	11 7 9 $\frac{3}{4}$	ton	7 14 5	
" " " - - $\frac{1}{4}$ "	0 19 2 9	13 18 5 $\frac{1}{4}$	"	13 12 7	
" " " - - $\frac{1}{2}$ "	0 18 0 0	13 10 -	"	12 3 -	
" " new angle, square cornered, $3 \times 2\frac{1}{2} \times \frac{3}{8}$ inch	0 4 1 20	8 8 9	"	1 17 4	
Butt straps—Iron new plate - - $\frac{1}{8}$ "	0 5 1 2	12 - -	"	3 3 3	
" " " - - $\frac{1}{4}$ "	1 8 2 14	12 - -	"	17 3 6	
Deck plating " - - $\frac{5}{16}$ "	1 7 2 10	12 - -	"	16 11 1	
" " " - - $\frac{1}{2}$ "	1 12 0 9	12 - -	"	19 5 -	
Floor plates—Iron new plate - - $\frac{1}{2}$ "	0 11 0 0	12 - -	"	6 12 -	
Frames - " angle - - $\frac{9}{16}$ "	0 14 2 6	12 - -	"	8 15 9	
" - " " " - - $\frac{3}{8}$ "	0 12 0 21	11 12 6	"	7 1 8	
" - " " " square cornered $3 \times 3\frac{1}{2} \times \frac{3}{8}$ inch	0 2 0 12	9 11 -	"	1 - 1	
Pillars to decks—Iron tubes - $7 \times \frac{1}{2}$ "	143 $\frac{1}{2}$ feet	- 14 -	foot	100 14 10	
" " " - $5 \times \frac{3}{8}$ "	555 $\frac{1}{2}$ "	- 4 9	"	131 17 5	
" " " - $4\frac{1}{2} \times \frac{3}{16}$ "	507 $\frac{1}{6}$ "	- 2 1 $\frac{1}{2}$	"	53 17 8	
" " " - $7 \times \frac{1}{2}$ "	163 $\frac{3}{4}$ "	- 13 4	"	109 3 4	
" " " - $4\frac{1}{2} \times \frac{3}{16}$ "	52 $\frac{1}{2}$ "	- 2 7 $\frac{1}{2}$	"	6 17 10	
Plates on throats of floors—Iron new plate - $\frac{1}{2}$ "	cwt. 4 2 14	15 9 -	ton	3 11 5	
Plates behind armour plating—Iron new plate - $\frac{3}{16}$ "	" 22 2 0	15 - -	"	16 17 6	
" " Iron new angle - - "	" 13 0 2	8 10 -	"	5 10 8	
Platforms—Iron new angle - - "	" 3 3 21	8 17 2 $\frac{1}{4}$	"	1 14 11	
Stringer plates—Iron new plate - - "	" 16 3 21	12 - -	"	10 3 3	
" " " - - "	" 26 1 7	14 - -	"	18 8 5	
Stem frame—Iron new plate - - $\frac{1}{16}$ "	" 12 1 0	16 - 7 $\frac{1}{2}$	"	9 16 4	
	Tons cwt. qrs. lbs.				
Iron, old, wrought - - -	486 13 0 21	4 3 -	"	2,019 12 -	
Iron, new, angle square, cornered $3 \times 2\frac{1}{2} \times \frac{3}{8}$ inch	0 5 2 9	8 8 9	"	2 7 1	
Rivets—Iron - - -	0 0 2 6	1 - 3 $\frac{1}{4}$	cwt.	- 11 3	
" " Iron snapheads - - -	2 11 3 2	1 6 -	"	67 5 11	
" " " - - -	0 4 2 25	1 8 10 $\frac{1}{4}$	"	6 16 5	
Coals, smithery - - -	0 2 0 0	- 10 10 $\frac{1}{2}$	ton	- 1 1	
Lead, old - - -	11 6 2 21	- 15 4	cwt.	51 - 11	
Canvas, worn - - -	1,478 yards	- - 8 $\frac{1}{2}$	yard	52 6 11	
Sale of old timber - - -	100 $\frac{1}{2}$ fms.	- - -	-	78 14 3	
Boltstave—Muntz's metal - - -	13 lbs.	- - 9 $\frac{1}{4}$	lb.	- 10 -	
Without board—Item 1, teak thickstuff contract 10 inch	20 ft. cube	9 11 -	load	3 16 5	
" " " 9 "	53 "	9 11 -	"	10 2 5	
" " " 8 "	10 "	9 11 -	"	1 18 2	
" " teak timber reserved -	6 "	- 3 2	foot	- 19 -	
" " " " old	5 "	- 2 5	"	- 12 1	
" " " " "	17 "	- - 9 $\frac{1}{2}$	"	- 13 5	
" Item 2, Honduras mahogany plank - - 3 inch	50 ft. super.	- 1 7	"	3 19 2	
Upper deck—Item 2, oak thickstuff, old 5 "	9 ft. cube	- 6 2	"	2 15 6	
" " " " 4 $\frac{1}{2}$ "	16 "	- 6 2	"	4 18 8	
" " oak plank - 4 "	77 ft. super.	- 2 1	"	8 - 5	
" Item 3, teak timber reserved -	14 ft. cube	9 11 -	load	2 13 5	
" " " " "	6 "	- 6 11	foot	2 1 6	
" Item 5, teak plank rough, 3 $\frac{1}{2}$ inch	15 ft. super.	- 1 7 $\frac{1}{2}$	"	1 4 4	
" " " " 3 "	10 "	- 1 9	"	- 17 6	
" " " " old 4 "	6 "	- - 7 $\frac{1}{4}$	"	- 3 7	
Main deck—Item 2, oak, Dantzic, timber reserved -	16 ft. cube	- 2 2	"	1 14 8	
" Item 2, oak, Dantzic, thickstuff reserved - 5 inch	26 "	- 6 2	"	8 - 4	
" " " " 4 $\frac{1}{2}$ "	128 "	- 6 2	"	39 9 4	
" Item 2, oak, Dantzic, plank -	332 ft. super.	- 2 1	"	34 11 8	
Lower deck—Item 4, fir, red pine plank, rough - 2 inch	297 "	- - 4 $\frac{1}{2}$	"	5 11 4	
Carried forward - - - £.					3,024 6 8
					85,816 5 11

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.		Rate.		Per	Amount.	TOTAL.
			£. s. d.			£. s. d.	£. s. d.
Brought forward - - -	-	-	-	-	-	-	85,816 5 11
<i>"Achilles" Building.—continued.</i>							
Expense of Workmanship:	Days.	Extra hours.					
Angle-iron smiths, leading men - - -	9½	-	-	9	4½	day of 12½ hours. 4 6 8	
" " - - -	245½	701½	-	8	1½	" 102 11 -	
" " - - -	896	155½	-	7	6	" 342 1 4	
" " - - -	455	86½	-	6	10½	" 159 9 4	
Boys - - -	857½	1½	-	2	6	" 107 5 9	
" - - -	941½	33½	-	2	2½	" 103 12 9	
" - - -	911	-	-	1	10½	" 85 8 -	
" - - -	7,906½	8½	-	1	8	" 658 19 2	
Caulkers - - -	779½	-	-	6	5½	" 251 12 11	
" Apprentices - - -	62½	-	-	1	10½	" 5 17 3	
" " - - -	6	-	-	2	2½	" - 13 2	
Chippers - - -	123½	4½	-	6	10½	" 42 14 8	
" - - -	1,302½	3½	-	6	3	" 407 5 -	
" - - -	1,600	½	-	5	7½	" 450 - -	
" - - -	451½	-	-	5	-	" 112 14 2	
Engine-keepers - - -	373½	69½	-	5	-	" 95 13 1	
" - - -	273½	-	-	4	7	" 62 14 11	
Furnacemen - - -	91½	16	-	7	6	" 34 19 7	
" - - -	220	105½	-	6	3	" 72 8 6	
Hammermen - - -	8,585½	543½	-	5	-	" 2,160 19 10	
Holders up - - -	4,675½	229½	-	5	-	" 1,175 2 10	
Joiners' leading men - - -	45	-	-	6	10½	" 15 9 6	
" - - -	744½	-	-	5	5	" 201 14 4	
Labourers - - -	168½	1½	-	5	-	" 42 3 1	
" - - -	8,870½	340	-	3	9	" 1,670 6 3	
" - - -	23,503½	1,801½	-	3	1½	" 3,706 6 1	
" scraping by task - - -	24½	-	-	3	1½	" 5 15 11	
Machinemen, leading men - - -	92½	-	-	15	-	" 69 7 6	
" " - - -	92½	68½	-	10	-	" 49 13 7	
" " - - -	37½	-	-	9	4½	" 17 11 8	
" - - -	313½	62	-	7	6	" 120 - 3	
" - - -	91½	66½	-	6	10½	" 38 14 6	
Painters' leading men - - -	75	-	-	6	3	" 23 8 9	
Platers' leading men - - -	92½	50	-	12	6	" 60 16 8	
" - - -	93	-	-	7	6	" 34 17 6	
Riveters - - -	497	127½	-	6	10½	" 175 7 4	
" - - -	530½	-	-	6	3	" 165 14 10	
" - - -	482	-	-	5	7½	" 135 9 11	
Mason - - -	75½	-	-	5	10	" 22 - 5	
Shearers - - -	56½	-	-	6	3	" 17 12 9	
Shipwrights' leading men - - -	1,685½	46	-	7	11	" 669 - 2	
" - - -	41,057½	62½	-	6	5½	" 13,262 14 4	
" apprentices - - -	218½	-	-	2	11	" 31 17 7	
" " - - -	244½	-	-	2	6	" 30 11 5	
" " - - -	549½	½	-	2	2½	" 60 3 11	
" " - - -	731½	½	-	1	10½	" 68 11 8	
" " - - -	412	-	-	1	5½	" 30 2 -	
" " - - -	228½	-	-	1	½	" 11 18 9	
Smiths - - -	71½	44½	-	7	6	" 28 9 1	
" - - -	575½	-	-	6	3	" 179 16 7	
" - - -	679½	-	-	6	½	" 205 6 5	
Writer - - -	93½	2½	-	8	9	" 40 19 11	
Angle-iron smiths' leading men - - -	23	24½	-	7	6	" 9 12 11	
" " - - -	328	147½	-	6	6	day of 10 hours. 112 7 4	
" " - - -	850½	428½	-	6	-	" 270 2 5	
" " - - -	715½	14	-	5	6	" 197 5 6	
Boys - - -	2,659	395½	-	2	-	" 271 3 10	
" - - -	1,412	483½	-	1	9	" 128 12 10	
" - - -	2,930½	632½	-	1	6	" 225 9 2	
" - - -	19,704	9,671	-	1	4	" 1,394 18 1	
Caulkers' leading men - - -	176	8½	-	6	4	" 56 1 6	
" - - -	2,565½	211½	-	5	2	" 668 18 2	
Carried forward - - - £.						30,958 4 4	85,816 5 11

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.		Rate.			Per	Amount.			TOTAL.		
			£.	s.	d.		£.	s.	d.	£.	s.	d.
Brought forward - - -	-	-	-	-	-	-	30,958	4	4	85,816	5	11
<i>"Achilles" Building—continued.</i>												
Expense of Workmanship—continued.	Days.	Extra hours.										
Caulkers' apprentices - - - - -	-	22	-	2	4	day of 10 hours.	-	6	6			
" " - - - - -	170 $\frac{1}{2}$	-	-	2	-	"	17	1	-			
" " - - - - -	80	24 $\frac{3}{4}$	-	1	9	"	7	5	3			
" " - - - - -	36	20 $\frac{1}{2}$	-	1	6	"	2	17	7			
" " - - - - -	24	-	-	1	2	"	1	8	-			
Chippers - - - - -	280 $\frac{3}{4}$	145 $\frac{9}{12}$	-	5	6	"	82	1	11			
" - - - - -	2,871 $\frac{1}{4}$	397	-	5	-	"	730	3	3			
" - - - - -	3,405 $\frac{1}{4}$	308 $\frac{9}{12}$	-	4	6	"	751	9	9			
" - - - - -	1,272 $\frac{1}{2}$	223 $\frac{1}{2}$	-	4	-	"	259	11	10			
Engine-keepers - - - - -	46	-	-	4	4	"	9	19	4			
" " - - - - -	419	-	-	3	8	"	77	3	1			
Furnace men - - - - -	131	40 $\frac{9}{12}$	-	6	-	"	40	14	8			
" - - - - -	253 $\frac{3}{4}$	87 $\frac{3}{12}$	-	5	-	"	66	2	9			
Hammermen - - - - -	15,531 $\frac{1}{2}$	5,135 $\frac{10}{12}$	-	4	-	"	3,225	19	10			
Holders up - - - - -	8,982 $\frac{1}{2}$	3,257 $\frac{2}{12}$	-	4	-	"	1,851	8	2			
Joiners' leading men - - - - -	502	10	-	5	6	"	138	7	3			
" - - - - -	5,618	74 $\frac{9}{12}$	-	4	4	"	1,219	3	1			
Joiners' apprentices - - - - -	77 $\frac{1}{2}$	-	-	1	2	"	4	10	5			
Labourers' leading men - - - - -	458 $\frac{1}{2}$	91 $\frac{6}{12}$	-	4	-	"	93	19	3			
" - - - - -	31,948 $\frac{1}{4}$	6,751 $\frac{4}{12}$	-	3	-	"	4,907	2	4			
" - - - - -	39,975	12,457 $\frac{10}{12}$	-	2	6	"	5,197	12	4			
" scraping by task - - - - -	57	-	-	2	6	"	10	18	10			
Machinemen, leading men - - - - -	163	233 $\frac{9}{12}$	-	12	-	"	114	3	10			
" " - - - - -	116	109 $\frac{4}{12}$	-	8	-	"	51	14	3			
" " - - - - -	101 $\frac{1}{2}$	17 $\frac{9}{12}$	-	7	6	"	38	16	2			
" - - - - -	411	346 $\frac{6}{12}$	-	6	-	"	135	17	1			
" - - - - -	179 $\frac{1}{2}$	98 $\frac{1}{12}$	-	5	6	"	52	14	3			
Mason - - - - -	185	-	-	4	8	"	43	3	4			
Oakum boys - - - - -	813 $\frac{1}{2}$	-	-	1	2	"	47	9	2			
Painters' leading men - - - - -	217	5	-	5	6	"	59	16	8			
" " - - - - -	70 $\frac{1}{2}$	-	-	5	0	"	17	12	6			
" - - - - -	2,614	107	-	4	4	"	569	-	6			
Platers' leading men - - - - -	174	103 $\frac{7}{12}$	-	10	-	"	93	2	5			
" - - - - -	208 $\frac{3}{4}$	105 $\frac{3}{12}$	-	6	-	"	66	2	8			
Riveters - - - - -	827	527 $\frac{1}{12}$	-	5	6	"	245	9	4			
" - - - - -	1,070 $\frac{1}{4}$	103 $\frac{6}{12}$	-	5	-	"	270	14	10			
" - - - - -	1,005	77 $\frac{9}{12}$	-	4	6	"	228	16	-			
Shearers - - - - -	65 $\frac{1}{2}$	16 $\frac{6}{12}$	-	5	-	"	16	17	3			
Shipwrights' leading men - - - - -	4,424 $\frac{1}{4}$	1,331 $\frac{10}{12}$	-	6	4	"	1,449	6	7			
" - - - - -	100,895 $\frac{1}{2}$	27,946 $\frac{1}{12}$	-	5	2	"	26,901	16	2			
Shipwrights' apprentices - - - - -	303 $\frac{1}{2}$	19 $\frac{1}{12}$	-	2	4	"	35	13	2			
" " - - - - -	507 $\frac{1}{2}$	81 $\frac{6}{12}$	-	2	-	"	51	16	3			
" " - - - - -	1,603 $\frac{1}{2}$	326 $\frac{5}{12}$	-	1	9	"	143	3	7			
" " - - - - -	1,750 $\frac{1}{4}$	244 $\frac{9}{12}$	-	1	6	"	133	9	3			
" " - - - - -	698 $\frac{1}{2}$	202	-	1	2	"	42	9	-			
" " - - - - -	457 $\frac{1}{2}$	66	-	-	10	"	19	9	8			
Writer - - - - -	208	298 $\frac{6}{12}$	-	7	-	"	85	-	11			
Smiths - - - - -	128	47 $\frac{7}{12}$	-	6	-	"	40	1	8			
" - - - - -	4	36 $\frac{4}{12}$	-	5	6	"	2	6	-			
" - - - - -	871	410 $\frac{1}{12}$	-	5	-	"	230	4	3			
" - - - - -	1,186 $\frac{1}{4}$	145 $\frac{9}{12}$	-	4	10	"	290	13	9			
Engine-keepers - - - - -	529	143 $\frac{6}{12}$	-	4	-	"	109	18	8			
Smiths' apprentices - - - - -	18	-	-	2	-	"	1	16	-			
Caulkers - - - - -	1	-	-	-	10	"	-	-	10			
Joiners - - - - -	19 $\frac{1}{2}$	-	-	-	10	"	-	16	3			
" - - - - -	13 $\frac{1}{2}$	-	-	1	6	"	1	-	3			
Stokers - - - - -	17	-	-	3	6	"	2	19	6			
Carried forward - - - £.							81,247	2	9	85,816	5	11

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.		Quantity.		Rate.		Per	Amount.	Total.		
				£.	s.	d.		£.	s.	d.
Brought forward - - -		-	-	-	-	-	-	81,247	2	9
"Achilles" Building—continued.										
Expense of Workmanship—continued.		Days.	Extra hours.							
Assistant fitters - - - - -		83	-	-	3	6	day of 10 hours.	14	10	6
Boys - - - - -		87½	-	-	1	6	"	6	11	3
" - - - - -		75½	15	-	1	2	"	4	11	5
Engine-keepers - - - - -		45	518¼	-	4	-	"	21	6	2
Joiners - - - - -		½	198	-	3	10	ordinary time.	5	-	11
" at planing machine - - -		92½	-	-	4	6	day of 10 hours.	20	16	3
Labourers, leading men - - -		128	185½	-	3	6	ordinary time.	27	10	4
" - - - - -		-	627½	-	2	4	"	9	5	10
" - - - - -		1,796	1,994¾	-	2	2	"	232	13	2
" single stationed - - - -		286	27¾	-	3	-	"	43	12	5
" - - - - -		365	102½	-	3	-	day of 10 hours.	56	14	11
" - - - - -		159	102½	-	2	6	"	21	13	3
" coaling by task - - - -		117½	-	-	2	4	ordinary time.	156	10	3
" - - - - -		322½	-	-	2	3	"			
" - - - - -		517	-	-	2	2	"			
Mason - - - - -		2	-	-	4	-	"	-	8	-
Metal Turners - - - - -		4	-	-	5	2	day of 10 hours.	1	-	8
Millwrights - - - - -		110½	-	-	5	2	"	28	10	11
Oakum boys - - - - -		3	-	-	1	-	ordinary time.	-	3	-
Painters - - - - -		1	-	-	3	10	"	-	3	10
Shipwrights - - - - -		262½	-	-	4	6	"	78	11	2
" lodging and travelling allowances - - - - -		-	628½	-	-	-	"	5	18	2
Plumbers - - - - -		282½	548	-	4	8	day of 10 hours.	82	7	4
Smiths' apprentices - - - -		1	-	-	2	-	"	-	2	-
" anchor firemen - - - -		23	-	-	6	4	"	7	5	8
" double firemen - - - -		77½	-	-	5	6	"	21	6	3
" hammermen - - - - -		42½	-	-	4	4	"	9	4	2
" - - - - -		288½	-	-	3	9	"	54	2	2
" single firemen - - - - -		44½	-	-	4	10	"	10	15	1
Stokers - - - - -		-	236½	-	3	6	"	5	3	7
" - - - - -		-	2½	-	3	-	"	-	10	-
Teams - - - - -		1,364	6	-	2	7¼	ordinary time.	179	-	-
Wood turners - - - - -		30	-	-	4	8	day of 10 hours.	7	-	-
Plumbers' apprentices - - -		-	30	-	2	4	"	-	8	10
Caulkers, leading men - - -		2	-	-	5	6	"	-	11	-
" - - - - -		19	-	-	4	6	ordinary time.	4	5	6
" apprentices - - - - -		1	-	-	1	6	"	-	1	6
" - - - - -		1	-	-	1	3	"	-	1	3
" - - - - -		1	-	-	-	9	"	-	-	9
Labourers, leading men - - -		-	3	-	3	6	"	-	1	3
" - - - - -		28	98¼	-	2	3	"	5	1	6
Plumbers - - - - -		5	-	-	5	2	day of 10 hours.	1	5	10
Riggers, leading men - - - -		3	33½	-	5	6	ordinary time.	2	3	-
" - - - - -		46	305½	-	4	-	"	18	-	11
Shipwrights' apprentices - -		-	1½	-	1	3	"	-	-	2
" - - - - -		-	1½	-	-	9	"	-	-	2
Writer - - - - -		-	8½	-	4	-	"	-	4	11
" - - - - -		-	167	-	5	6	"	6	7	-
Carried forward - - - £.								82,397	15	10
								85,816	5	11

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.			Per	Amount.			TOTAL.		
		£.	s.	d.		£.	s.	d.	£.	s.	d.
Brought forward - - -	- - -	-	-	-	-	154	1	8			
<i>" Achilles," Fitting Hull—continued.</i>											
Bow stoppers, patent, complete - - -	2 No.	-	-	-	-	43	14	-			
Boiler, 40-horse power - - -	1 "	-	-	-	-	478	16	10			
Castings, metal - - -	cwt. 33 1 18 $\frac{3}{4}$	-	-	10 $\frac{1}{4}$	lb.	159	16	8			
" " " - - -	" 8 3 4	-	-	9 $\frac{3}{4}$	"	39	19	6			
Canvas, worn - - -	24 yards	-	-	8 $\frac{1}{2}$	yard	-	16	10			
Copper, sheet - - -	cwt. 39 3 4	-	-	11 $\frac{1}{4}$	lb.	208	17	2			
Canvas, new broad, No. 8 - - -	30 yards	-	-	9 $\frac{1}{2}$	yard	1	3	9			
Coaks, wood - - -	24 No.	-	-	2 $\frac{1}{4}$	each	-	4	6			
Chain, iron rigging - - -	cwt. 4 3 8	1	13	9 $\frac{3}{4}$	cwt.	8	2	10			
Crocus - - -	" 0 0 1	-	-	4	lb.	-	-	4			
Coaks, wood - - -	36 No.	-	-	1 $\frac{1}{2}$	each	-	3	9			
Chain, brass, telegraph - - -	98 feet	-	-	7	yard	-	18	11			
Coaks, wood - - -	10 No.	-	-	1 $\frac{1}{2}$	each	-	1	5			
Cover, metal, to handing scuttle - - -	1 No. cwt. 0 1 20	-	1	2	lb.	2	16	-			
Cranks, iron - - -	82 No.	-	13	2 $\frac{3}{4}$	doz.	4	10	4			
" " galvanizing - - -	- - -	-	-	-	-	1	-	11			
Castings, iron, flask - - -	cwt. 98 2 24	-	10	3	cwt.	50	11	8			
Chain, iron, bright - - -	67 feet	-	-	2 $\frac{1}{2}$	yard	-	4	7			
Cheek block, metal - - -	cwt. 3 2 8	-	1	3 $\frac{3}{4}$	lb.	25	16	8			
Couplings, &c. metal - - -	" 0 2 16 $\frac{3}{4}$	-	1	2	"	4	4	10			
Cocks, brass, stop - - -	14 No. 14 $\frac{1}{2}$ lbs.	-	1	7 $\frac{1}{4}$	"	1	3	8			
Chain, iron, rigging - - -	cwt. 0 1 1	3	8	7	cwt.	-	17	8			
Cocks, brass, stop - - -	" 0 2 5 $\frac{3}{4}$	-	1	1	lb.	3	6	10			
Cotton round - - -	" 0 0 1	-	-	9	"	-	-	9			
Collar screws, metal, male - - -	6 No.	-	2	-	each	-	12	-			
Caps for ditto - - -	6 "	-	1	8 $\frac{1}{4}$	"	-	10	1			
Condensers, metal - - -	cwt. 61 1 14	-	1	5 $\frac{1}{4}$	lb.	501	4	7			
Donkey engine, complete - - -	1 No.	-	-	-	-	150	-	-			
Dead-eyes for ironbinding - - -	49 "	-	6	9 $\frac{1}{2}$	each	16	12	9			
" " " - - -	12 "	-	2	9	"	1	13	-			
" " " - - -	16 "	-	2	- $\frac{3}{4}$	"	1	13	-			
" " " - - -	4 "	-	1	7 $\frac{1}{2}$	"	-	6	6			
" " " - - -	8 "	-	-	10 $\frac{1}{2}$	"	-	7	-			
" " " - - -	4 "	-	-	7 $\frac{3}{4}$	"	-	2	7			
" " " - - -	12 "	-	-	5 $\frac{1}{2}$	"	-	5	6			
Escutcheons, brass, thread - - -	80 "	-	-	4	doz.	-	2	2			
" " " - - -	2 "	-	-	3 $\frac{1}{4}$	"	-	-	1			
Forgings, iron, common - - -	cwt. 123 0 5	-	-	2 $\frac{3}{4}$	lb.	129	3	9			
" " plain - - -	" 458 3 5	-	-	3 $\frac{3}{4}$	"	802	18	-			
" " middling - - -	" 476 2 10	2	4	2	cwt.	1,052	13	2			
" " extra - - -	" 280 2 21	-	-	7 $\frac{1}{2}$	lb.	982	8	1			
" " middling - - -	" 0 1 10	2	2	2	cwt.	-	15	-			
" " steel - - -	" 0 0 20	-	-	11	lb.	-	18	4			
Flanges, iron, cast - - -	" 14 1 20	-	10	3	cwt.	7	7	10			
Fearnought - - -	47 yards	-	1	5 $\frac{1}{2}$	yard	3	8	6			
Forelocks, iron - - -	4 lbs.	-	-	2	lb.	-	-	8			
" " " - - -	14 "	-	-	3 $\frac{1}{2}$	"	-	4	1			
Glass, stone ground - - -	1 $\frac{1}{2}$ ft.	-	1	7 $\frac{1}{4}$	foot	-	2	4			
" " " - - -	4 $\frac{1}{2}$ "	-	1	4	"	-	5	8			
Glue - - -	38 lbs.	-	-	5 $\frac{1}{4}$	lb.	-	16	5			
Hinges, metal, for ports - - -	cwt. 13 0 23	-	1	2	"	86	5	6			
" " " - - -	" 26 0 14	-	1	2 $\frac{1}{4}$	"	173	14	6			
" brass butt - - -	40 pairs	-	3	9 $\frac{1}{4}$	doz. pairs	-	12	6			
" " " - - -	65 "	-	5	5	"	1	9	3			
" " " - - -	10 "	-	9	10	"	-	8	3			
" " " - - -	22 "	1	5	7 $\frac{1}{4}$	"	2	6	11			
" iron butt - - -	24 "	-	4	7	"	-	9	2			
" metal hook and ride - - -	38 $\frac{1}{4}$ lbs.	-	1	2 $\frac{1}{4}$	lb.	2	5	4			
" cast iron butt - - -	31 pairs	-	-	11 $\frac{3}{4}$	doz. pairs	-	2	7			
" brass " - - -	22 "	-	16	3	"	1	9	8			
" " " - - -	54 "	-	4	11	"	1	2	-			
" " " - - -	24 "	1	7	6 $\frac{1}{4}$	"	2	15	-			
" " " - - -	20 "	-	1	11 $\frac{1}{2}$	"	-	3	3			
" " " - - -	8 "	-	2	5 $\frac{1}{2}$	"	-	1	8			
" " " - - -	22 "	-	7	2 $\frac{1}{2}$	"	-	13	2			
" copper - - -	4 No. 3 $\frac{1}{2}$ lbs.	-	1	8	lb.	-	5	10			
" iron butt - - -	3 pairs	-	7	2 $\frac{1}{2}$	doz. pairs	-	1	9			
" brass - - -	4 "	-	7	10 $\frac{1}{2}$	"	-	2	7			
Carried forward - - -	- - -	-	-	-	£.	5,120	11	8			

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*cont.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.			Per	Amount.			TOTAL.		
		£.	s.	d.		£.	s.	d.	£.	s.	d.
Brought forward - - -	- - -	-	-	-	-	5,120	11	8			
<i>"Achilles," Fitting Hull—continued.</i>											
Hinges, iron, H. - - - 4 in.	1 pair	-	4	7	doz. pairs	-	-	5			
" " chest - - - 10 "	1 "	-	6	6 ³ / ₄	"	-	-	6			
Hooks, iron, bearing, short - - -	72 No.	-	1	10 ¹ / ₂	doz.	-	11	3			
" fire bucket - - -	25 "	-	-	11	"	-	-	11			
Hooks and eyes, iron, for seamen's tables -	66 "	-	4	- ¹ / ₄	"	-	1	2			
Hearts for iron binding - - - 18 in.	4 "	-	7	3	each	-	1	9			
" " - - - 16 "	2 "	-	5	10	"	-	11	8			
" " - - - 12 "	4 "	-	2	9	"	-	11	-			
" " - - - 10 "	4 "	-	1	7 ¹ / ₂	"	-	-	6			
Hide, tanned - - -	cwt. 0 1 0	-	1	3	lb.	-	1	15			
Hooks, iron, tomahawk - - -	6 No.	-	-	8 ³ / ₄	doz.	-	-	4			
Pump gear, handles, wrought iron - - -	cwt. 31 3 15	2	14	8	cwt.	87	2	10			
Hooks, iron, barrel - - -	6 No.	-	1	7 ³ / ₄	doz.	-	-	10			
Hooks and eyes, iron - - -	38 "	-	2	2 ¹ / ₂	"	-	-	11			
Hasps, iron, to screw - - -	1 "	-	2	6 ³ / ₄	"	-	-	2			
Hooks, iron, guard - - -	12 "	-	-	9	"	-	-	9			
Iron, new, plate, Lowmoor - - -	cwt. 2 3 0	1	2	2	cwt.	3	-	11			
" " bar, of sorts, above ¹ / ₂ inch - - -	" 204 1 5	-	7	7	"	77	8	1			
" " ³ / ₄ round - - -	" 1 2 26	-	8	10 ¹ / ₂	"	-	15	3			
" " hooping - - -	" 4 0 0	-	11	7	"	-	2	6			
" " plate - - - ¹ / ₁₆ in.	" 0 0 23	-	10	1 ¹ / ₂	"	-	-	2			
" bolt, bowling - - -	" 6 1 5	-	18	-	"	-	5	13			
" new, bar, of sorts - - -	" 52 0 7	9	11	-	ton	24	17	-			
" old, wrought - - -	" 2 2 7	4	3	-	"	-	-	10			
" new, angle - - -	" 135 3 10	-	8	5 ¹ / ₂	cwt.	57	5	6			
" " bar, of sorts - - - ¹ / ₂ in.	" 5 0 25	-	8	5 ¹ / ₂	"	-	2	4			
India rubber, vulcanised - - -	" 4 1 8 ³ / ₄	-	2	2	lb.	52	10	3			
Index, steering - - -	2 No.	2	18	-	each	-	5	16			
Iron, new, plate - - -	cwt. 344 2 23	-	8	10 ¹ / ₂	cwt.	152	12	4			
" " angle - - -	" 27 0 17	-	8	10 ¹ / ₂	"	-	12	-			
" " bar - - - ³ / ₈ in.	" 1 0 7	-	8	10 ¹ / ₂	"	-	-	9			
" blanks, 5 cwt. and above - - -	" 36 1 19	1	0	0	"	36	6	7			
" new, plate, Lowmoor - - -	" 36 0 26	1	2	2	"	40	3	1			
Knobs, wood, small - - -	14 No.	-	1	7 ¹ / ₂	doz.	-	-	11			
Keys, blank, iron - - -	6 "	-	2	7 ¹ / ₂	"	-	-	1			
Knobs, brass - - - ⁷ / ₈ in.	36 "	-	-	9	"	-	-	3			
Lead, milled - - -	cwt. 351 3 5	1	2	-	cwt.	385	18	9			
Latches, bow, copper - - - 3 in.	7 No.	-	1	11 ¹ / ₂	each	-	13	7			
Leather, liquored - - -	cwt. 0 1 12	-	1	9 ¹ / ₂	lb.	-	3	11			
Knobs, brass - - - ⁵ / ₈ in.	36 No.	-	-	3 ³ / ₄	doz.	-	-	11			
" " - - - ⁵ / ₈ in.	22 "	-	-	6 ¹ / ₂	"	-	-	1			
Knees, metal - - -	cwt. 2 0 6	-	1	2	lb.	13	8	4			
Keys, blank, iron - - -	6 No.	-	3	10 ¹ / ₂	doz.	-	-	11			
Kingston's cocks - - - 7 in.	3 "	16	5	-	each	48	15	-			
" valves - - - 7 "	3 "	35	-	-	"	105	-	-			
" cocks - - - 4 "	1 "	7	5	-	"	7	5	-			
Keys, blank, iron - - -	6 "	-	5	7 ¹ / ₂	doz.	-	2	10			
" " " - - -	6 "	-	2	4 ³ / ₄	"	-	-	1			
Lead, pipe - - -	cwt. 15 0 16	1	7	6	cwt.	20	16	3			
Litharge - - -	" 0 0 2	1	6	0	"	-	-	5			
Lime, white - - -	20 bushels	-	-	5	bushel	-	-	4			
Leather, butt, English, curried - - -	cwt. 0 1 17	-	2	9	lb.	-	6	3			
Kingston's cocks - - - 6 in.	2 No.	13	10	-	each	27	-	-			
" valves - - - 6 "	2 "	25	-	-	"	50	-	-			
" " - - - 4 "	1 "	13	5	-	"	13	5	-			
Illuminators, magazine, polished both sides -	8 No. cwt. 0 1 16	-	-	7 ¹ / ₂	lb.	-	1	7			
Locks, iron, cupboard - - - 3 in.	35 No.	-	1	9 ¹ / ₂	each	-	3	2			
" " drawer - - - 3 "	28 "	-	1	9 ¹ / ₂	"	-	2	10			
" " cupboard - - - 3 ¹ / ₂ "	19 "	-	1	9 ¹ / ₂	"	-	1	14			
" brass, desk - - -	5 "	-	3	0	"	-	-	15			
" " cupboard - - -	13 "	-	2	4 ³ / ₄	"	-	1	11			
" iron, drawer - - - 3 ¹ / ₂ in.	24 "	-	1	9 ¹ / ₂	"	-	2	3			
" brass, cupboard - - - 2 "	1 "	-	-	2	"	-	-	2			
" " drawer - - - 3 "	5 "	-	2	9 ¹ / ₂	"	-	-	13			
" " chest - - - 2 ¹ / ₂ "	2 "	-	2	4 ³ / ₄	"	-	-	4			
" iron, hanging - - - 2 ¹ / ₂ "	1 "	-	1	7	"	-	-	1			
" " chest - - -	1 "	-	1	9	"	-	-	1			
" " plate and rim - - - 6 in.	3 "	-	4	0	"	-	-	12			
Carried forward - - - £.						6,386	12	7			

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*cont^d*.

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	6,386 12 7	- - -
<i>"Achilles," Fitting Hull—continued.</i>					
Locks, brass, coverplate - - -	1 No.	- 7 7	each.	- 7 7	- - -
Muntz's metal sheet - - -	cwt. 8 0 18	- - 9 $\frac{3}{4}$	lb.	37 1 7	- - -
Muriatic acid - - -	" 0 0 14	- 13 1 $\frac{1}{2}$	cwt.	- 1 6	- - -
Nails, iron, roseheads - - -	" 0 0 26	- 15 10 $\frac{3}{4}$	"	- 3 8	- - -
" " " - - -	" 0 0 26	1 12 3 $\frac{3}{4}$	"	- 7 5	- - -
" " " - - -	" 0 1 0	- 18 2	"	- 4 5	- - -
" " dieheads - - -	" 0 1 0	- 14 9	"	- 3 8	- - -
" " dog - - -	" 0 0 6	1 - 5 $\frac{1}{4}$	"	- 1 1	- - -
" copper brads - - -	" 0 0 4	- - 11	lb.	- 3 8	- - -
" " scarph tacks - - -	" 0 0 9	- 2 1	"	- 18 9	- - -
" iron, brads, fine billed - - -	" 0 0 5	- 1 2	"	- 5 10	- - -
" " " " - - -	" 0 0 12	- - 9 $\frac{3}{4}$	"	- 9 8	- - -
" " " " - - -	" 0 0 12	- - 7 $\frac{3}{4}$	"	- 7 7	- - -
" " " " - - -	" 0 0 14	- - 5 $\frac{1}{2}$	"	- 6 -	- - -
" " roseheads - - -	" 0 1 6	- 13 8 $\frac{3}{4}$	cwt.	- 3 11	- - -
" " " " - - -	" 0 0 8	- 14 9	"	- 1 -	- - -
" " dieheads - - -	" 0 1 26	2 17 3 $\frac{1}{2}$	"	1 7 1	- - -
" " " " - - -	" 0 2 20	1 15 - $\frac{1}{4}$	"	1 3 6	- - -
" " " " - - -	" 0 1 8	1 6 3 $\frac{3}{4}$	"	- 8 2	- - -
" " " " - - -	" 0 0 16	1 4 1 $\frac{1}{4}$	"	- 3 5	- - -
" " brads, fine billed - - -	" 0 0 0 $\frac{1}{2}$	- 1 3 $\frac{1}{2}$	lb.	- - 8	- - -
" " clasp, fine - - -	" 0 0 10	2 12 2 $\frac{3}{4}$	cwt.	- 4 7	- - -
" " " bastard - - -	" 0 0 8	1 13 1	"	- 2 3	- - -
" " roseheads - - -	" 0 0 8	1 14 - $\frac{1}{2}$	"	- 1 10	- - -
" copper, brads - - -	" 0 0 1 $\frac{1}{2}$	- 1 2	lb.	- 1 9	- - -
" " " " - - -	" 0 0 9	- 1 1	"	- 9 9	- - -
" " roseheads - - -	" 0 0 12	- 1 2	"	- 14 -	- - -
" " " " - - -	" 0 0 4	- 1 2	"	- 4 8	- - -
" " dieheads - - -	" 0 0 21	- 1 2	"	1 4 6	- - -
" iron, tacks - - -	" 0 0 2	- 1 1	"	- 2 2	- - -
" " brads, cut - - -	" 0 0 2	- - 2	"	- - 4	- - -
" copper, dieheads - - -	" 0 0 2	- 1 2	"	- 2 4	- - -
" " roseheads - - -	" 0 0 20	- 1 -	"	1 - -	- - -
" " clout, countersunk - - -	" 0 0 8	- 1 -	"	- 8 -	- - -
" iron, countersunk, strong - - -	" 0 0 13	1 - 5 $\frac{1}{4}$	cwt.	- 2 4	- - -
" metal sheathing - - -	" 0 2 20	- - 10	lb.	3 3 4	- - -
" copper, brads - - -	" 0 0 1 $\frac{1}{2}$	- 1 1	"	- 1 7	- - -
" " dieheads - - -	" 0 1 5	- 1 2	"	1 18 6	- - -
" iron " " - - -	" 0 1 0	- 17 2 $\frac{1}{4}$	cwt.	- 4 3	- - -
" " roseheads - - -	" 0 0 14	- 14 9	"	- 1 10	- - -
" metal, sheathing - - -	" 0 0 12	- - 10	lb.	- 10 -	- - -
" copper, jagged - - -	" 0 0 13	- 1 3	"	- 16 3	- - -
" iron, clout, countersunk - - -	" 0 0 10	2 7 2 $\frac{1}{4}$	cwt.	- 4 2	- - -
" metal, sheathing - - -	" 0 0 20	- - 10	lb.	- 16 8	- - -
" " " " - - -	" 0 0 4	- - 10	"	- 3 4	- - -
" iron, clout, countersunk - - -	" 0 0 3	1 - 5 $\frac{1}{4}$	cwt.	- - 7	- - -
" " dieheads - - -	" 0 1 0	- 15 10 $\frac{3}{4}$	"	- 3 11	- - -
" copper - - -	" 0 0 2	- - 11	lb.	- 1 10	- - -
" " " " - - -	" 0 0 2	- 1 1	"	- 2 2	- - -
" " scarph tacks - - -	" 0 0 15	- 1 8	"	1 5 -	- - -
" " roseheads - - -	" 0 0 6	- 1 3	"	- 7 6	- - -
" iron, clout - - -	" 0 0 2	1 18 7	cwt.	- - 8	- - -
" copper, roseheads - - -	" 1 1 20	- 1 2	lb.	9 6 8	- - -
" " " " - - -	" 0 1 6	- 1 2	"	1 19 8	- - -
" iron " " - - -	" 0 2 0	- 14 9	cwt.	- 7 4	- - -
" " " " - - -	" 0 2 4	- 14 9	"	- 7 10	- - -
" copper " " - - -	" 0 0 8	- 1 1	lb.	- 8 8	- - -
" " " " - - -	" 0 0 24	- 1 1	"	1 6 -	- - -
" " " " - - -	" 0 0 22	- 1 2	"	1 5 8	- - -
" iron, brads, cut - - -	" 0 0 4	1 - 5 $\frac{1}{4}$	cwt.	- - 9	- - -
" " " " - - -	" 0 0 2	- - 2	lb.	- - 4	- - -
" " countersunk - - -	" 1 3 3	1 9 3 $\frac{1}{2}$	cwt.	2 12 -	- - -
Nuts, iron - - -	" 0 3 17	- - 2 $\frac{3}{4}$	lb.	1 3 1	- - -
" " " " - - -	" 0 1 25	- - 3 $\frac{1}{2}$	"	- 15 5	- - -
Oakum, white - - -	" 0 0 24	1 2 6	cwt.	- 4 9	- - -
Paint, white, mixed - - -	" 11 1 16	1 6 6	"	15 1 7	- - -
Rosin - - -	" 0 1 21	- 6 1 $\frac{1}{2}$	"	- 2 7	- - -
Red lead, dry - - -	" 3 2 24	1 3 6	"	4 6 7	- - -
Carried forward - - -	- - -	£.	- - -	6,485 11 9	- - -

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*cont.*

Description of Material, or Workmanship Performed.		Quantity.	Rate.			Per	Amount.			Tot.		
			£.	s.	d.		£.	s.	d.	£.	s.	d.
Brought forward - - -		- - -	-	-	-	-	6,485	11	9			
<i>"Achilles," Fitting Hull—continued.</i>												
Putty - - - - -		cwt. 0 1 21	-	-	3 $\frac{1}{2}$	lb.	-	3	-			
Oil, linseed - - - - -		4 $\frac{1}{4}$ galls.	-	2	3 $\frac{1}{2}$	gall.	-	9	11			
Spirits of turpentine - - - - -		8 "	-	3	1	"	-	1	2			
Paint, red, Venetian, mixed - - - - -		6 lbs.	-	14	7	cwt.	-	-	9			
Downton's wrought iron columns - - - - -		4 No. cwt. 28 2 20	-	-	4 $\frac{1}{2}$	lb.	60	4	6			
Valves, gun metal - - - - -		3 " " 9 0 11	-	1	9 $\frac{3}{4}$	"	92	6	11			
Iron bolts and nuts - - - - -		24 " " 2 1 0	-	-	4 $\frac{1}{2}$	"	4	14	6			
Pump Gear Copper bolts and nuts - - - - -		cwt. 0 0 9	-	1	9 $\frac{3}{4}$	"	-	16	4			
Wrought iron rings for columns - - - - -		4 No. cwt. 4 0 9	-	-	4 $\frac{1}{2}$	"	8	11	4			
Leather flanges - - - - -		19 " " 0 0 2 $\frac{3}{4}$	-	2	-	"	-	5	6			
Copper and metal articles - - - - -		cwt. 906 0 18 $\frac{1}{4}$	-	1	9 $\frac{3}{4}$	"	9,177	5	8			
Iron articles - - - - -		" 56 2 19 $\frac{1}{2}$	-	-	4 $\frac{1}{2}$	"	119	-	-			
Pump, Downton's - - - - -	9 in.	6 No.	46	14	2	each	280	5	1			
Cast iron base - - - - -		cwt. 19 3 16	-	14	-	cwt.	13	18	3			
Turning base, &c. - - - - -		5 No.	1	1	-	each	5	5	-			
Pump Gear Screws, metal hose, 1 G. - - - - -		4 No. 4 lbs.	-	1	8 $\frac{3}{4}$	lb.	-	6	11			
Fly-wheel - - - - -		7 No.	2	3	-	each	15	1	-			
Woollen packing - - - - -		cwt. 0 3 21 $\frac{1}{2}$	-	2	-	lb.	10	11	-			
Pump, Downton's - - - - -	12 in.	2 No.	62	2	8	each	124	5	4			
" lift " extra fittings - - - - -	"	-	-	-	-	-	3	10	-			
" Downton's - - - - -	7 in.	2 No.	5	5	6	each	10	11	-			
Turning base, &c. - - - - -		2 "	29	4	6	"	58	9	-			
Pump Gear Turning and fitting iron bases - - - - -		2 "	1	5	-	"	2	10	-			
Stantions, wrought iron - - - - -		2 "	-	12	-	"	1	4	-			
Plates, metal, of sorts - - - - -		cwt. 91 1 20	2	14	8	cwt.	249	17	11			
Pins, screw and socket - - - - -		" 25 3 13	-	-	11	lb.	132	15	3			
" brass, escutcheon - - - - -	5 $\frac{5}{8}$ in.	12 No.	-	1	-	doz.	-	1	-			
" copper - - - - -		2 oz.	-	1	6 $\frac{1}{4}$	lb.	-	-	2			
" iron, block - - - - -		16 No. 8 lbs.	-	1	8	"	-	13	4			
Plates, metal, of sorts - - - - -		202 No. cwt. 2 1 4 $\frac{1}{2}$	-	-	3 $\frac{3}{4}$	"	4	-	-			
Paper, brown - - - - -		cwt. 3 0 15	-	1	2	"	20	9	6			
Pullies, sash, brass - - - - -	1 $\frac{1}{2}$ in.	1 $\frac{1}{2}$ quire.	1	3	6	ream	-	1	9			
" " - - - - -	1 $\frac{1}{2}$ "	18 No.	-	2	4 $\frac{1}{4}$	doz.	-	3	-			
Rings, iron - - - - -		2 "	-	-	10 $\frac{1}{2}$	"	-	-	2			
Rivets, iron - - - - -		cwt. 0 1 12	-	-	2 $\frac{1}{2}$	lb.	-	8	1			
" " - - - - -		" 10 0 10	1	8	10 $\frac{1}{2}$	cwt.	14	11	-			
Rings, iron - - - - -		" 3 0 25	1	6	-	"	4	3	9			
" Dutch - - - - -	1 $\frac{1}{2}$ in.	" 0 1 9 $\frac{1}{2}$	-	-	2 $\frac{3}{4}$	lb.	-	8	6			
" metal - - - - -		50 No.	-	-	9	doz.	-	3	1			
Rivets, copper - - - - -		cwt. 0 2 2 $\frac{1}{2}$	-	-	9 $\frac{1}{4}$	lb.	2	4	11			
" iron - - - - -		" 0 0 9	-	1	1	"	-	9	9			
Rollers, metal - - - - -		" 3 0 0	1	-	5 $\frac{1}{4}$	cwt.	3	1	3			
Rim, metal, index - - - - -		" 0 0 21	-	1	6	lb.	1	11	6			
Rollers, metal - - - - -		1 No. cwt. 0 0 20 $\frac{1}{2}$	-	1	2	"	1	3	11			
" messenger, with bolts - - - - -		28 " " 0 1 12	-	1	2	"	2	6	8			
Rings, iron - - - - -		cwt. 3 1 24	1	11	6	cwt.	5	9	1			
Rod, brass - - - - -	1 $\frac{1}{2}$ in.	" 0 0 14	-	-	2 $\frac{1}{4}$	lb.	-	2	8			
Rings, brass, shutter, flush - - - - -		7 feet	-	-	7 $\frac{3}{4}$	foot	-	4	6			
Screws, metal - - - - -	1 $\frac{1}{4}$ in.	9 pairs	-	2	7 $\frac{3}{4}$	doz.	-	1	11			
" " - - - - -	3 $\frac{1}{2}$ "	364 No.	-	2	9 $\frac{1}{4}$	gross	-	7	-			
" " - - - - -	2 $\frac{1}{2}$ "	288 "	-	6	6 $\frac{3}{4}$	"	-	12	10			
" " - - - - -	2 $\frac{1}{4}$ "	2,058 "	-	3	7 $\frac{1}{4}$	"	-	2	11	2		
" " - - - - -	2 "	3,206 "	-	2	7 $\frac{1}{4}$	"	-	2	17	11		
" copper - - - - -	1 "	1,362 "	-	2	5 $\frac{1}{2}$	"	-	1	2	11		
" " - - - - -	1 $\frac{1}{2}$ "	5,474 "	-	6	2 $\frac{3}{4}$	"	-	11	16	8		
" iron - - - - -	1 "	1,548 "	-	-	11	"	-	9	9			
" " - - - - -	1 $\frac{1}{4}$ "	492 "	-	1	3 $\frac{3}{4}$	"	-	4	5			
" " - - - - -	1 $\frac{1}{2}$ "	1,158 "	-	1	9	"	-	14	1			
" " - - - - -	3 "	696 "	-	4	11	"	-	1	3	6		
" " - - - - -	4 "	932 "	-	7	10 $\frac{1}{2}$	"	-	2	9	10		
" " - - - - -	3 $\frac{1}{2}$ "	1,302 "	-	-	9	"	-	6	9			
" " gillheads - - - - -	1 "	860 "	-	1	7 $\frac{1}{2}$	"	-	9	6			
" " - - - - -	1 $\frac{1}{4}$ "	576 "	-	2	5 $\frac{1}{2}$	"	-	9	9			
" metal - - - - -	1 "	914 "	-	2	3 $\frac{1}{2}$	"	-	14	4			
" " - - - - -	3 "	684 "	-	12	5 $\frac{1}{2}$	"	-	2	18	9		
" " - - - - -	4 "	72 "	-	18	8 $\frac{1}{4}$	"	-	9	4			
Carried forward - - - £.							16,949	19	1			

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	16,949 19 1	
<i>"Achilles," Fitting Hull—continued.</i>					
Screws, copper - - - - 2 in.	324 No.	- 8 6 $\frac{1}{4}$	gross	- 19 1	
" " - - - - 1 $\frac{3}{4}$ "	36 "	- 7 2 $\frac{1}{2}$	"	- 1 9	
" " - - - - 2 $\frac{1}{2}$ "	84 "	- 11 3 $\frac{1}{2}$	"	- 6 7	
" metal - - - - 2 "	1,572 "	- 8 2 $\frac{1}{4}$	"	4 9 -	
" iron - - - - 4 "	144 "	- 8 10 $\frac{1}{2}$	"	- 8 10	
" copper - - - - $\frac{3}{4}$ "	612 "	- 2 - $\frac{3}{4}$	"	- 8 9	
" iron, coach - - - - -	cwt. 1 0 1 $\frac{3}{4}$	7 - 2 $\frac{1}{2}$	lb.	1 3 7	
" " - - - - -	" 1 1 15 $\frac{1}{2}$	- - 3 $\frac{3}{4}$	"	2 8 7	
" " - - - - -	" 1 0 2 $\frac{1}{4}$	- - 4 $\frac{1}{2}$	"	2 2 8	
" metal - - - - $\frac{1}{2}$ in.	612 No.	- 1 3 $\frac{1}{4}$	gross	- 5 6	
" " hose, No. 2 - - - - 2 $\frac{1}{2}$ "	1,480 "	- 10 10	"	5 11 3	
" " pairs - - - - -	11 pairs	- 4 5	pairs	2 9 -	
" copper - - - - 1 $\frac{1}{4}$ in.	36 No.	- 3 5 $\frac{1}{2}$	gross	- - 10	
" iron - - - - 5 "	36 "	- 12 1 $\frac{1}{2}$	"	- 3 -	
" " bed - - - - 1 $\frac{3}{4}$ "	60 "	- 1 11 $\frac{1}{2}$	"	- - 9	
" " girthhead - - - - 11 "	204 "	- 1 7 $\frac{1}{2}$	dozen	1 7 7	
" metal - - - - 1 $\frac{1}{2}$ "	180 "	- 1 3 $\frac{1}{2}$	gross	- 1 6	
" " - - - - 1 $\frac{1}{2}$ "	296 "	- 4 11	"	- 9 11	
" " hose - - - - 1 $\frac{1}{2}$ "	1,586 "	- 2 9 $\frac{1}{4}$	"	1 10 3	
" " caps - - - - -	cwt. 0 2 2 $\frac{1}{2}$	- 1 5	lb.	4 2 10	
" " - - - - -	" 0 0 14 $\frac{1}{2}$	- 1 6 $\frac{1}{2}$	"	1 2 4	
" " - - - - $\frac{3}{4}$ in.	888 No.	- 1 11 $\frac{1}{2}$	gross	- 12 -	
" iron - - - - 2 $\frac{1}{4}$ "	240 "	- 3 1 $\frac{1}{4}$	"	- 5 1	
" metal - - - - 3 $\frac{1}{2}$ "	228 "	- 16 1	"	1 5 4	
" iron - - - - 4 $\frac{1}{2}$ "	48 "	- 10 10	"	- 3 7	
" copper - - - - 3 "	24 "	- 14 1 $\frac{1}{4}$	"	- 2 4	
" iron - - - - $\frac{1}{2}$ "	36 "	- - 6 $\frac{1}{2}$	"	- - 1	
" metal, hose - - - - -	4 $\frac{1}{2}$ lbs	- 1 8 $\frac{1}{2}$	lb.	- 7 4	
" metal - - - - 2 in.	156 No.	- 9 6 $\frac{1}{4}$	gross	- 10 3	
" brass - - - - 2 $\frac{1}{4}$ "	120 "	- 9 6 $\frac{1}{4}$	"	- 7 11	
" iron - - - - $\frac{3}{8}$ "	84 "	- - 7 $\frac{3}{4}$	"	- - 4	
" metal - - - - 1 $\frac{1}{4}$ "	528 "	- 3 3 $\frac{1}{2}$	"	- 12 -	
" copper - - - - 2 "	432 "	- 10 -	"	1 10 -	
" " for braces - - - - -	6 No. 3 $\frac{1}{4}$ lbs.	- 1 1 $\frac{1}{4}$	lb.	- 3 9	
Spun yarn, white - - - - -	cwt. 0 3 4	2 8 -	cwt.	1 17 8	
Spelter - - - - -	" 1 3 27	- - 8 $\frac{1}{2}$	lb.	7 17 11	
Solder, plumbers' - - - - -	" 19 0 24	- - 6 $\frac{1}{2}$	"	58 5 6	
Shivers, brass, large - - - - -	12 No. 6 0 0	- - 11	"	30 16 -	
" Lignum vitæ - - - - -	164 " 8 2 18	- - 7 $\frac{1}{4}$	"	29 6 -	
Salammoniac - - - - -	cwt. 0 0 24	- - 5 $\frac{1}{4}$	"	- 10 5	
Shivers, brass, small - - - - -	140 No. 3 2 8	- - 11	"	18 6 8	
Scuttles, metal, for ports - - - - -	50 No.	4 17 -	each	242 10 -	
Socket, metal - - - - -	cwt. 5 2 6	- 1 2	lb.	36 5 8	
Stoppers, deck pipe (patent) - - - - -	2 No.	- - -	- - -	45 3 1	
" " " double - - - - -	2 "	- - -	- - -	85 1 2	
Spanners, iron - - - - -	4 No. 47 lbs.	- - 4 $\frac{1}{4}$	lb.	- 16 8	
Stays, iron, door, japanned - - - - -	4 lbs.	- 3 7 $\frac{1}{4}$	dozen	- 1 2	
Staples, iron - - - - -	56 "	- - 8 $\frac{1}{2}$	gross	- - 3	
Sheaves, wood, for pulleys - - - - -	21 "	- - 3 $\frac{1}{2}$	dozen	- - 7	
Staples, copper, small - - - - -	$\frac{1}{4}$ lb.	- 1 3 $\frac{3}{4}$	lb.	- - 4	
Sand, river - - - - -	1 ton	- 4 6	ton	- 4 6	
Scuttles and gratings, metal - - - - -	40 No. cwt. 21 1 4	- 1 2	lb.	139 1 4	
Slides, metal, for tiller ropes - - - - -	" 1 2 10	- 1 5 $\frac{1}{2}$	"	12 19 7	
Stanchions and plates, metal - - - - -	" 3 3 9	- 1 2	"	25 - 6	
Acid, sulphuric - - - - -	" 1 1 17	- 17 7 $\frac{1}{2}$	cwt.	1 4 8	
Staples, copper - - - - -	1 lb.	- 1 - $\frac{3}{4}$	lb.	- 1 -	
Twine, ordinary - - - - -	1 "	- 1 1	"	- 1 1	
Thread, sewing - - - - -	1 "	- 1 7 $\frac{1}{2}$	"	- 1 8	
Twine, fine - - - - -	3 lbs.	- 1 7	"	- 4 9	
Tin, bar, unrefined - - - - -	cwt. 1 2 3	5 19 5	cwt.	9 1 8	
Treenails, oak - - - - -	24 No.	5 10 -	mille	- 2 7	
Valves, sluice, metal - - - - -	92 No. cwt. 38 3 5	- 1 2	lb.	253 9 2	
" metal - - - - -	94 " 17 0 10 $\frac{1}{2}$	- 1 -	"	95 14 6	
Ventilators, metal - - - - -	16 " 2 1 19	- 1 2	"	15 16 2	
Washers, engineers' - - - - -	" 0 0 22	1 2 3 $\frac{1}{2}$	cwt.	- 4 3	
Wheels, steering - - - - -	2 No.	34 10 -	each	69 - -	
Wire, iron - - - - -	cwt. 0 0 24	- - 1 $\frac{1}{4}$	lb.	- 3 5	
Water closets, Downton's - - - - -	5 No.	7 9 - $\frac{1}{4}$	each	37 5 -	
Carried forward - - - £.				18,202 7 7	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H M.S. "Achilles"—*contd.*

Description of Material, or Workm Performed.	Quantity	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	18,202 7 7	
<i>"Achilles," Fitting Hull.—continued.</i>					
Zinc, perforated - - - - -	84 feet	- - 5 $\frac{3}{4}$	foot	2 - 2	
" sheet - - - - -	cwt. 0 2 4	1 12 6	cwt.	- 17 4	
Screws, iron - - - - -	12 No.	- 2 10	gross	- - 3	
" metal - - - - -	492 "	- 5 10 $\frac{3}{4}$		1 - 2	
Forgings, copper - - - - -	cwt. 0 3 8 $\frac{1}{4}$	- 1 8	lb.	7 13 9	
Bolts, metal, to screw - - - -	" 0 1 24	- 1 2	"	3 - 8	
Iron, new, plate - - - - -	" 41 3 12	11 7 9 $\frac{3}{4}$	ton.	23 14 -	
Bolts, metal, deck. - - - - -	4 No.	- 15 1	doz.	- 5 -	
" and nuts, screw, galvanized -	cwt. 0 3 26	2 6 4	cwt.	2 5 6	
" copper, ring - - - - -	" 0 0 11 $\frac{3}{4}$	- 1 1 $\frac{3}{4}$	lb.	- 13 6	
Iron, new, plate, bowling - - -	" 2 2 4	1 5 10 $\frac{1}{2}$	cwt.	2 5 7	
Rings, copper, to screw - - - -	6 No.	- 2 1 $\frac{1}{2}$	doz.	- 1 1	
Buttons, brass - - - - -	6 "	- - 11 $\frac{3}{4}$	"	- - 6	
Racks, metal, for pins belaying -	cwt. 1 0 26	- 1 2	lb.	8 1 -	
Wire, copper - - - - -	" 0 0 10	- - 9 $\frac{3}{4}$	"	- 8 1	
Rivets, iron, snaphead - - - - -	" 1 0 0	1 4 11 $\frac{3}{4}$	cwt.	1 5 -	
Cleats, wood, belaying - - - -	2 No.	- 5 3	each	- 10 6	
" " " - - - - -	2 "	- 7 6	"	- 15 -	
" " " - - - - -	2 "	- 3 7	"	- 7 2	
Rivets, iron, panhead - - - - -	cwt. 1 0 0	1 4 10	cwt.	1 4 10	
Glass, red and blue, for telegraph -	4 No. 1 $\frac{1}{2}$ feet	- 2 -	foot	- 3 5	
" ground, stone, polished for telegraph -	6 " 2 $\frac{3}{4}$ "	- 1 4	"	- 3 8	
Hooks and rides, metal, to ports -	8 " 20 lbs.	- 1 2 $\frac{1}{4}$	lb.	1 3 9	
Blocks, double thin, for iron binding	21 in. 4 No.	1 9 2	each	5 16 8	
" single thin - - - - -	20 " 4 "	- 15 - $\frac{1}{2}$	"	3 - 2	
" " " - - - - -	15 " 2 "	- 6 5	"	- 12 10	
Fastenings, companion, metal - - -	24 " 24 "	- 19 8 $\frac{1}{4}$	doz.	1 19 4	
Bolts, iron, ring - - - - -	cwt. 0 0 11 $\frac{1}{4}$	1 3 11 $\frac{3}{4}$	cwt.	- 2 4	
Nails, copper, dieheads, old pattern	6 in. " 0 0 20	- 1 1	lb.	1 1 8	
" " jagged - - - - -	1 $\frac{1}{2}$ " " 0 0 4	- 1 4	"	- 5 4	
" iron, clout, countersunk - - -	1 $\frac{1}{2}$ " " 0 2 0	1 2 10 $\frac{1}{4}$	cwt	- 11 5	
" " square heads - - - - -	6 " " 0 0 10	- 13 7 $\frac{1}{2}$	"	- 1 2	
Screws, metal - - - - -	3 " 70 No.	- 14 9 $\frac{1}{2}$	gross	- 7 2	
" " " - - - - -	2 $\frac{1}{4}$ " 892 "	- 10 10		3 7 1	
Wire, brass - - - - -	cwt. 1 0 14 $\frac{1}{2}$	- - 7 $\frac{3}{4}$	lb.	4 1 9	
" " guard - - - - -	" 0 0 9 $\frac{3}{4}$	- 1 2	"	- 11 4	
In Hold—item 4:					
Teak, board, rough - - - - -	1 in. 122 ft. super.	- - 7	foot	3 11 2	
" " " - - - - -	3 $\frac{3}{4}$ " 58 "	- - 5 $\frac{1}{2}$	"	1 6 7	
Deals, spruce - - - - -	72 ft. run	- 9 10	100 feet	- 7 1	
Fir, yellow pine, board, rough	1 $\frac{1}{2}$ " 36 ft. super.	- - 3 $\frac{1}{2}$	foot	- 10 6	
" " " - - - - -	1 $\frac{1}{4}$ " 57 "	- - 3	"	- 14 3	
Deals, spruce, planed 1 side -	1 $\frac{1}{4}$ " 48 ft. run	- 15 -	100 feet	- 7 2	
" " " 2 " -	1 " 36 "	- 12 10	"	- 4 7	
" " " 2 " -	3 $\frac{3}{4}$ " 96 "	- 10 2	"	- 9 8	
" " " 2 " -	5 $\frac{1}{8}$ " 144 "	- 7 6	"	- 10 9	
In Hold—item 2:					
Fir, red pine, plank - - - - -	13 ft. super.	- - 6	foot	- 6 6	
Deals, spruce - - - - -	1 $\frac{1}{4}$ in. 240 ft. run	- 15 -	100 feet	1 16 -	
" " planed 1 side - - - - -	3 $\frac{3}{4}$ " 900 "	- 9 10	"	4 8 6	
Cedar, timber - - - - -	38 ft. cube	- 6 7	foot	12 10 2	
Deals, spruce, planed 2 sides -	1 $\frac{1}{4}$ in. 32 ft. run	- 15 4	100 feet	- 4 11	
" " " " - - - - -	3 $\frac{3}{4}$ " 72 "	- 10 2	"	- 7 4	
Elm, English, plank, rough - - -	2 " 8 ft. super.	- - 6	foot	- 4 -	
Fir, yellow pine - - - - -	1 " 130 "	- - 2 $\frac{1}{2}$	"	1 7 -	
Mahogany, Honduras, board, rough,	1 $\frac{1}{2}$ " 15 "	- - 9	"	- 11 3	
" " timber - - - - -	16 ft. cube	- 6 2	"	4 18 8	
Teak, plank - - - - -	3 $\frac{1}{2}$ in. 28 ft. super.	- 2 -	"	2 16 -	
" " " - - - - -	3 " 438 "	- 1 9	"	38 6 6	
" board, rough - - - - -	1 $\frac{1}{2}$ " 35 "	- - 10	"	1 9 2	
" " " - - - - -	1 $\frac{1}{4}$ " 113 "	- - 10	"	4 14 2	
" " rough - - - - -	1 " 276 "	- - 7	"	8 1 -	
" " " - - - - -	3 $\frac{3}{4}$ " 119 "	- - 5 $\frac{1}{2}$	"	2 14 6	
Elm, board - - - - -	1 $\frac{1}{2}$ " 53 "	- - 4	"	- 17 8	
Carried forward - - - £.				18,376 - 10	

Appendix, No. 1—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	18,376 - 10	
<i>"Achilles," Fitting Hull—continued.</i>					
In Hold—item 2— <i>continued.</i>					
Teak - - - - - 1 in.	6,756 ft. super.	- - 8½	foot	239 5 4	
Fir, yellow pine, board - - 1½ "	109 "	- - 4	"	1 16 4	
Teak, plank - - - - 2 "	110 "	- 1 3	"	6 17 6	
" board - - - - 1½ "	1,313 "	- 1 -	"	65 13 -	
" " - - - - ¾ "	896 "	- - 7	"	26 2 8	
" plank - - - - 4 "	238 "	- 2 3	"	26 15 0	
Fir, Dantzic, plank - - - 3 "	294 "	- - 7	"	8 11 6	
Teak, thickstuff - - - 4½ "	8 ft. cube	- 6 11	"	2 15 4	
" plank, rough - - - 3½ "	28 ft. super.	- 1 7½	"	2 5 6	
Mahogany, Honduras, board - 1½ "	12 "	- - 10	"	- 10 -	
Fir, Dantzic, plank - - - 4 "	30 "	- - 9	"	1 2 6	
" red pine " - - - 4 "	300 "	- - 10	"	12 10 -	
" Riga, plank - - - 4 "	15 "	- - 9	"	- 11 3	
Teak, timber - - - - - 34 ft. cube	49 "	- 6 3	"	10 12 6	
" thickstuff - - - - 5 in.	27 ft. super.	- 6 11	"	16 18 11	
Fir, red pine, plank - - - 3 "	620 ft. run	- - 8	"	- 18 -	
Deals, spruce, rough - - - 1½ "	15 ft. cube	- 17 -	100 feet	5 5 4	
Teak, timber - - - - - 70 ft. super.	70 "	- 6 11	foot	5 3 9	
Fir, yellow pine, board, rough - 1½ in.	70 "	- - 3½	"	1 - 5	
" pitch pine, plank - - - 4 "	70 "	- - 9	"	2 12 6	
Teak, board, rough - - - 1½ "	129 "	- - 8½	"	4 11 4	
Fir, Riga, plank - - - 2½ "	12 "	- - 6	"	- 6 -	
" Dantzic, plank - - - 2½ "	8 "	- - 6	"	- 4 -	
" red pine - - - - 2½ "	76 "	- - 7	"	2 4 4	
Cedar, timber - - - - - 55 ft. cube	41 ft. super.	- 6 4	"	17 8 4	
Fir, pitch pine, plank - - - 2½ "	3 "	- - 6	"	1 - 6	
Teak, plank - - - - 2½ "	15 "	- 1 6	"	- 4 6	
" thickstuff - - - - 6 "	15 "	- 7 7	"	5 13 9	
Fir, red pine, board - - - 1½ "	30 "	- - 4	"	- 10 -	
In Hold—item 3 :					
Fir, red pine, plank - - - 4 in.	166 ft. super.	- - 10	foot	6 18 4	
" Riga, plank - - - 4 "	79 "	- - 9	"	2 19 3	
" Dantzic, plank - - - 4 "	43 "	- - 9	"	1 12 3	
Teak, board - - - - ¾ "	528 "	- - 7	"	15 8 -	
Without Board—item 2 :					
Teak, timber - - - - - 125 ft. cube	200 ft. super.	- 6 3	foot	39 1 3	
Elm, board, Canada rock - - 1½ in.	62 "	- - 5	"	4 3 4	
Fir, Riga, plank - - - 2 "	78 "	- - 6	"	1 11 -	
" board, rough - - - 1½ "	24 "	- - 3	"	- 19 6	
Mahogany, Spanish, plank - 3 "	45 "	- 2 -	"	2 8 -	
" " " board - 3½ "	60 "	- 2 4	"	5 5 -	
" " " board - 1½ "	7 ft. cube	- 1 2	"	3 10 -	
Oak, English, timber - - - - 8 "	8 "	- 7 6	"	2 12 6	
" " " " - - - - 8 "	104 "	- 6 10	"	2 14 8	
Teak, timber - - - - - 75 "	23 "	- 7 7	"	39 8 8	
" " reserved - - - - 23 "	2 "	- 6 11	"	25 18 9	
" " " " - - - - 2 "	20 "	- 3 2	"	3 12 10	
" thickstuff - - - - 5 in.	2 "	- 2 5	"	- 4 10	
" plank - - - - 2 "	180 ft. super.	- 6 11	"	6 18 4	
Fir, red pine, plank, rough - 2 "	71 "	- 1 3	"	11 5 -	
Teak, plank - - - - 2½ "	39 "	- - 4½	"	1 6 7	
" board - - - - 1½ "	170 "	- 1 6	"	2 18 6	
Fir, Riga, board - - - 1½ "	25 "	- - 8½	"	6 - 5	
Teak, plank - - - - 4 "	2 "	- 3½	"	- 7 3	
Mahogany, Spanish, timber - - 2 ft. cube	2 "	- 2 3	"	- 4 6	
Cedar, timber - - - - 15 "	7 8	- 7 8	"	- 15 4	
Mahogany, Honduras, plank - 2½ in.	15 "	- 6 4	"	4 15 -	
Teak, plank, rough - - - 4 "	8 ft. super.	- 1 4	"	- 10 8	
Mahogany, Honduras, plank - 2 "	31 "	- 1 10	"	2 16 10	
" " board - 1½ "	9 "	- 1 1	"	- 9 9	
" " " " - 1 "	9 "	- - 10	"	- 7 6	
Teak, plank - - - - 3 "	9 "	- - 7	"	- 5 3	
" " " " - 4 "	4 "	- 1 9	"	- 7 -	
Carried forward - - - £.				19,043 7 6	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*cont^d*.

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	19,043 7 6	
<i>"Achilles," Fitting Hull—continued.</i>					
Without Board—item 2— <i>continued.</i>					
Mahogany, Honduras, timber, reserved -	2 ft. cube	- 2 8	foot	- 5 4	
Cedar timber - - - -	5 "	- 6 1	"	1 10 5	
Oak, English, timber - - - -	90 "	- 8 10	"	39 15 -	
Mahogany, Honduras, timber - - -	54 "	- 6 9	"	18 4 6	
" " plant, rough 3 in.	14 ft. super.	- 1 4	"	- 18 8	
" Spanish, board - 3 3/4 "	14 "	- - 8	"	- 9 4	
Fir, pitch pine, plank - - - 3 "	19 "	- - 7	"	- 11 1	
" " " - - - 4 "	24 "	- - 9	"	- 18 -	
Elm, English " - - - 2 "	49 "	- - 7 1/2	"	1 10 7	
Lower Deck—item 3 :					
Mahogany, Honduras, timber - -	4 ft. cube	- 6 2	foot	1 4 8	
" Mexican " - - -	21 "	- 7 -	"	7 7 -	
" " " - - -	15 "	- 6 8	"	5 - -	
" " " - - -	8 "	- 6 4	"	2 10 8	
Fir, Dantzic, timber - - -	41 "	- 2 3	"	4 12 3	
" " plank - - - 4 in.	24 ft. super.	- - 9	"	- 18 -	
Teak, thickstuff - - - 6 "	9 ft. cube	- 7 7	"	3 8 3	
" " - - - 5 "	7 "	- 6 11	"	2 8 5	
Oak, African, timber - - -	8 "	- 6 6	"	2 12 -	
Upper Deck—item 4 :					
Mahogany, Honduras, board - 1 1/2 in.	173 ft. super.	- - 10	foot	7 4 2	
" " " rough 1 1/2 "	279 "	- - 9	"	10 9 3	
" Spanish, plank - 3 1/2 "	32 "	- 2 4	"	3 14 8	
Fir, yellow pine, board, rough 1 1/2 "	1,264 "	- - 3 1/4	"	18 8 6	
" " " " 1 1/2 "	127 "	- - 1 1/2	"	- 15 10	
" " " " 1 "	364 "	- - 2 1/2	"	3 15 7	
" " " " 1 1/2 "	241 "	- - 1 1/2	"	1 10 1	
" " " " 1 1/4 "	342 "	- - 3	"	4 5 6	
Red pine plank, rough - - 4 "	172 "	- - 8	"	5 14 8	
" " " " - - 2 "	733 "	- - 4 1/2	"	13 14 9	
" thickstuff - - - 5 "	87 ft. cube	- 2 8	"	11 12 -	
" " rough - - - 5 "	32 "	- 2 1	"	3 6 8	
Fir, Dantzic, thickstuff - - 5 "	2 "	- 2 3	"	- 4 6	
" " plank - - - 4 "	75 ft. super.	- - 9	"	2 16 3	
Teak, timber - - - -	114 ft. cube	- 8 2	"	46 11 -	
" plank - - - -	1,637 ft. super.	- 2 -	"	163 14 -	
" timber - - - -	32 ft. cube	- 6 3	"	10 - -	
" " reserved - - - -	6 "	- 2 5	"	- 14 6	
Fir, red pine, board, rough - 1 1/2 in.	28 ft. super.	- - 3 1/4	"	- 8 2	
" Dantzic, plank, rough - 4 "	28 "	- - 7	"	- 16 4	
Teak, board, rough - - - 1 1/2 "	47 "	- - 10	"	1 19 2	
" " " - - - 1 1/4 "	31 "	- - 10	"	1 5 10	
" timber - - - -	90 ft. cube	- 6 11	"	31 2 6	
" plank, rough - - - 2 in.	59 ft. super.	- 1 -	"	2 19 -	
" board " - - - 3/4 "	2,828 "	- - 7	"	82 9 8	
" plank " - - - 4 "	112 "	- 2 3	"	12 12 -	
Fir, yellow pine, board, rough - 3/4 "	194 "	- - 2	"	1 12 4	
" red pine, thickstuff - - 4 1/2 "	6 ft. cube	- 2 8	"	- 16 -	
Teak, board - - - -	422 ft. super.	- - 8 1/2	"	14 18 11	
" " rough - - - 3 3/4 "	708 "	- - 5 1/2	"	16 4 5	
Fir, Riga, thickstuff - - - 4 1/2 "	242 ft. cube	- 2 5	"	29 4 10	
Spanish, mahogany, board, rough 1 1/2 "	78 ft. super.	- 1 -	"	3 18 -	
" " " " 1 "	28 "	- - 8 1/2	"	- 19 10	
" " plank - - - 2 1/2 "	19 "	- 1 9	"	1 13 3	
Fir, red pine, plank, rough - 2 1/2 "	70 "	- - 5 1/4	"	1 10 7	
Teak, plank - - - -	104 "	- 1 9	"	9 2 -	
" " - - - -	74 "	- 1 3	"	4 12 6	
" timber - - - -	30 ft. cube	- 7 7	"	11 7 6	
Elm, Canada, plank, rock elm, rough 2 in.	48 ft. super.	- - 5	"	1 - -	
" " board " " 1/2 "	38 "	- - 1 1/2	"	- 4 9	
Fir, Dantzic, timber - - - -	54 ft. cube	- 2 2	"	5 17 -	
Mahogany, Spanish, thickstuff 4 1/2 in.	31 "	- 8 1	"	12 10 7	
" Honduras, timber, reserved -	9 "	- 2 8	"	1 4 -	
Carried forward - - - £.				19,696 12 9	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	19,696 12 9	
<i>"Achilles," Fitting Hull—continued.</i>					
Upper Deck—item 4— <i>continued.</i>					
Mahogany, Honduras, plank - 4 in.	41 ft. sup.	- 2 1	foot	4 5 5	
Ditto - ditto, board - 1 $\frac{1}{4}$ "	41 "	- - 7 $\frac{1}{2}$	"	1 5 7	
Teak, thickstuff - - - - 5 $\frac{1}{2}$ "	19 "	- 6 11	"	6 11 5	
Deals, spruce, planed on one side - 1 $\frac{1}{2}$ "	72 ft. run	- 7 2	100 feet	- 5 2	
Teak, thickstuff - - - - 4 $\frac{1}{2}$ "	18 ft. cube	- 6 11	foot	6 4 6	
Ditto, plank, rough - - - 3 "	32 ft. sup.	- 1 5	"	2 5 4	
Ditto, board - - - - 1 "	106 "	- - 7	"	3 1 10	
Mahogany, Mexican, timber - - -	193 ft. cube	- 7 -	"	67 11 -	
Ditto, Honduras - - - - -	22 "	- 6 5	"	7 1 2	
Cedar, timber - - - - -	17 "	- 6 4	"	5 7 8	
Greenheart, ditto - - - - -	8 "	- 6 2	"	2 9 4	
Elm, Canada, plank, rough - 2 $\frac{1}{2}$ in.	31 ft. sup.	- - 6	"	- 15 6	
Ditto - board, ditto - 3 $\frac{3}{4}$ "	33 "	- - 2	"	- 5 6	
Fir, red pine, plank, rough - 3 "	417 "	- - 6	"	10 8 6	
Mahogany, Mexican, timber - - -	314 ft. cube	- 7 4	"	115 2 8	
Ditto - ditto - ditto - - -	37 "	- 6 8	"	12 6 8	
Cedar, plank - - - - - 3 in.	10 ft. sup.	- 1 7	"	- 15 10	
Teak, board - - - - - 1 $\frac{1}{2}$ "	32 "	- 1 -	"	1 12 -	
Mahogany, Mexican, timber - - -	4 ft. cube	- 6 4	"	1 5 4	
Ditto - ditto - ditto, reserved - 4 "	4 "	- 2 10	"	- 11 4	
Ditto, Honduras, plank - 3 in.	12 ft. sup.	- 1 7	"	- 19 -	
Ditto - ditto - ditto - 2 "	4 "	- 1 1	"	- 4 4	
Fir, Riga, plank - - - - -	74 "	- - 9	"	2 15 6	
Ditto, Dantzic, ditto - - - - -	38 "	- - 7	"	1 2 2	
Mahogany, Spanish, plank - 2 in.	61 "	- - 6	"	4 11 6	
Ditto - ditto - board - 3 $\frac{3}{4}$ "	11 "	- - 8	"	- 7 4	
Elm, English, plank, rough - 2 $\frac{1}{2}$ "	25 "	- - 7 $\frac{1}{2}$	"	- 15 7	
Ditto, ditto, thickstuff, reserved 4 $\frac{1}{2}$ "	4 ft. cube	- 1 -	"	- 4 -	
Teak, plank - - - - - 2 $\frac{1}{2}$ "	7 ft. sup.	- 1 6	"	- 10 6	
Mahogany, Spanish, timber - - -	22 ft. cube	- 8 5	"	9 5 2	
Ditto - ditto - ditto - - -	7 "	- 8 1	"	2 16 7	
Fir, yellow pine, board - 1 $\frac{1}{2}$ in.	72 ft. sup.	- - 4	"	1 4 -	
Mahogany, Honduras, timber - - -	11 ft. cube	- 6 2	"	3 7 10	
Ditto, Spanish, plank, rough 4 in.	24 ft. sup.	- 2 3	"	2 14 -	
Ditto - ditto - ditto 3 "	23 "	- 1 9	"	2 - 3	
Ditto - ditto, board, ditto 3 $\frac{3}{4}$ "	17 "	- - 7	"	- 9 11	
Upper Deck—item 3:					
Teak, timber - - - - -	61 ft. cube	- 6 11	"	21 1 11	
Ditto, ditto - - - - -	82 "	- 7 7	"	31 1 10	
Ditto, plank - - - - - 3 in.	34 ft. sup.	- 1 9	"	2 19 6	
Ditto, timber - - - - -	30 ft. cube	- 8 2	"	12 5 -	
Lower Deck—item 2:					
Teak, plank - - - - - 4 in.	74 ft. sup.	- 2 3	"	8 6 6	
Ditto, ditto - - - - - 2 "	47 "	- 1 3	"	2 18 9	
Lower Deck—item 4:					
Fir, yellow pine, board - 1 $\frac{3}{4}$ in.	61 "	- - 4	"	1 - 4	
Ditto - ditto - rough 1 $\frac{3}{4}$ "	49 "	- - 3 $\frac{1}{2}$	"	- 14 3	
Ditto - ditto - ditto 1 $\frac{1}{4}$ "	895 "	- - 3	"	11 3 9	
Elm, English, thickstuff, reserved 4 $\frac{1}{2}$ "	2 ft. cube	- 1 -	"	- 2 -	
Ditto, ditto, plank, rough - 2 "	44 ft. sup.	- - 6	"	1 2 -	
Fir, yellow pine, board - 1 "	67 "	- - 3	"	- 16 9	
Ditto - ditto - rough 2 "	372 "	- - 2	"	3 2 -	
Ditto - ditto - ditto 1 $\frac{1}{2}$ "	1,606 "	- - 11 $\frac{1}{2}$	"	10 - 6	
Ditto - ditto - ditto 1 "	2,869 "	- - 2 $\frac{1}{2}$	"	29 17 6	
Ditto - ditto - ditto 1 $\frac{1}{2}$ "	96 "	- - 1 $\frac{1}{2}$	"	- 12 -	
Ditto - ditto - ditto 1 $\frac{1}{2}$ "	1,089 "	- - 1 $\frac{1}{2}$	"	7 13 5	
Ditto - ditto - ditto 1 $\frac{1}{2}$ "	204 "	- - 3 $\frac{1}{2}$	"	2 19 6	
Mahogany, Spanish, board, rough 1 "	157 "	- - 8 $\frac{1}{2}$	"	5 11 1	
Ditto - Honduras, ditto, ditto 1 "	878 "	- - 6	"	21 19 -	
Ditto - ditto - ditto, ditto 1 $\frac{1}{2}$ "	136 "	- - 3 $\frac{1}{2}$	"	1 19 7	
Ditto - ditto - ditto 1 "	97 "	- - 7	"	2 16 7	
Fir, red pine, plank, rough - 2 "	578 "	- - 4 $\frac{1}{2}$	"	10 16 9	
Spanish mahogany, board - 1 $\frac{1}{2}$ "	34 "	- - 5 $\frac{1}{2}$	"	- 15 7	
Carried forward - - - £.				20,171 8 3	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	20,171 8 3	
<i>"Achilles," Fitting Hull—continued.</i>					
Lower Deck—item 4— <i>continued.</i>					
Honduras mahogany, board - 1½ in.	348 ft. sup.	- - 7½	foot	10 17 5	
Ditto - ditto - 1½ "	24 "	- - 9	"	- 18 -	
Ditto - ditto - 2½ "	20 "	- - 5½	"	- 9 2	
Ditto - ditto, plank - 2½ "	3 "	- 1 1½	"	- 3 4	
Deals, spruce, planed on one side - 1½ "	144 ft. run	- 9 10	100 feet	- 14 2	
Ditto - rough - 1½ "	180 "	- 6 10	"	- 12 3	
Ditto - ditto - 1½ "	778 "	- 9 6	"	3 13 10	
Elm, Canada, rock, plank - 2 "	31 ft. sup.	- - 5	foot	- 12 11	
Ditto - ditto - board - 1½ "	38 "	- - 1½	"	- 4 9	
Fir, Dantzic, plank - 3 "	186 "	- - 7	"	5 8 6	
Ditto, red pine, ditto, rough - 3 "	280 "	- - 6	"	7 - -	
Ditto, Riga, plank - 3 "	511 "	- - 5½	"	11 14 2	
Teak, plank - 4 "	276 "	- 2 3	"	31 1 -	
Ditto, ditto - 4 "	58 "	- 1 10	"	5 6 4	
Ditto, ditto - 3 "	141 "	- 1 9	"	12 6 9	
Deals, spruce, planed two sides - 1½ "	560 ft. run	- 17 8	100 feet	4 18 10	
Ditto - ditto - ditto - 1½ "	672 "	- 10 2	"	3 8 3	
Ditto - rough - 1½ "	240 "	- 6 10	"	- 16 4	
Mahogany, Honduras, board, rough - 1½ "	96 ft. sup.	- - 4½	foot	1 15 11	
Ditto - ditto - ditto - 1½ "	87 "	- - 3½	"	1 5 4	
Deals, spruce, planed one side - 1½ "	288 ft. run	- 7 2	100 feet	1 - 7	
Mahogany, Honduras, board - 1½ "	191 ft. sup.	- - 4	foot	3 3 8	
Deals, spruce, rough - 1½ "	232 ft. run	- 17 -	100 feet	1 19 5	
Fir, red pine, plank - 2 "	65 ft. sup.	- - 6	foot	1 12 6	
Ditto, Dantzic, ditto - 4 "	75 "	- - 9	"	2 16 3	
Teak, thickstuff - 4½ "	7 ft. cube	- 6 11	"	2 8 5	
Mahogany, Mexican, board - 1½ "	111 ft. sup.	- - 8	"	3 14 -	
Deals, spruce, planed two sides - 1½ "	24 ft. run	- 12 10	100 feet	- 3 1	
Ditto ditto - ditto - 1½ "	48 "	- 7 6	"	- 3 7	
Ditto ditto, rough - 1½ "	87 "	- 14 8	"	- 12 9	
Fir, yellow pine, board - 1½ "	179 ft. sup.	- - 4	foot	2 19 8	
Teak, timber - - -	3 ft. cube	- 6 3	"	- 18 9	
Mahogany, Honduras, plank, rough 3½ in.	10 ft. sup.	- 1 6½	"	- 15 5	
Deals, spruce, planed one side - 1½ "	1,080 ft. run	- 15 -	100 feet	8 2 -	
Teak, timber - - -	170 ft. cube	- 8 2	foot	69 8 4	
Ditto - - -	96 "	- 7 7	"	36 8 -	
Ditto - - -	21 "	- 6 11	"	10 14 5	
Fir, pitch pine, plank - 3 in.	243 ft. sup.	- - 7	"	7 1 9	
Fir, yellow pine, board - 1½ "	1,314 "	- - 3½	"	19 3 3	
Ditto, ditto - timber - - -	10 ft. cube	- 2 7	"	1 5 10	
Ditto, ditto - ditto - - -	8 "	- 2 6	"	1 - -	
Greenheart - ditto - - -	31 "	- 6 2	"	9 11 2	
Ditto, plank - 4 in.	19 ft. sup.	- 2 1	"	1 19 7	
Mora, timber - - -	2 "	- 5 8	"	- 11 4	
Mahogany, Honduras, plank - 4 in.	13 "	- 2 1	"	1 7 1	
Ditto - ditto - ditto - 2 "	10 "	- 1 1	"	- 10 10	
Fir, red pine - - -	28 "	- - 9	"	1 1 -	
Ditto, Dantzic, timber - - -	45 ft. cube	- 2 2	"	4 17 6	
Ditto, red pine, ditto - - -	8 "	- 2 7	"	1 - 8	
Ditto - ditto - plank - 3 in.	12 ft. sup.	- - 8	"	- 8 -	
Ditto, Riga, timber - - -	2 ft. cube	- 2 3	"	- 4 6	
Ditto, red pine, plank - 3 in.	42 ft. sup.	- - 8	"	1 8 -	
Ditto - ditto - timber - - -	8 ft. cube	- 2 8	"	1 1 4	
Mahogany, Spanish, board, rough 1½ in.	34 ft. sup.	- - 10	"	1 8 4	
Fir, yellow pine, board, rough 1 "	47 "	- - 2½	"	- 9 9	
Main Deck—item 4:					
Mahogany, Honduras, plank - 2½ in.	47 ft. sup.	- 1 4	foot	3 2 8	
Ditto - ditto - ditto - 2 "	332 "	- 1 1	"	17 19 8	
Teak, board, rough - 3½ "	779 "	- - 5½	"	17 17 -	
Ditto - ditto - - - 3½ "	668 "	- - 7	"	19 3 10	
Ditto - ditto - - - 3½ "	429 "	- - 5½	"	10 4 6	
Fir, yellow pine, board, rough 1½ in.	414 "	- - 3½	"	6 - 8	
Honduras mahogany, ditto - 1½ "	78 "	- - 9	"	2 18 6	
Ditto - ditto - ditto - 1 "	576 "	- - 6	"	14 10 -	
Carried forward - - -	£.			20,568 3 1	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	20,568 3 1	
<i>"Achilles," Fitting Hull—continued.</i>					
Main Deck—item 4— <i>continued.</i>					
Teak, board - - - - 1 in.	122 ft. sup.	- - 8½	foot	4 6 4	
Spanish mahogany, board, rough - 1 "	34 "	- - 8½	"	1 4 1	
Ditto - ditto - - - 1 "	12 "	- - 10	"	- 10 -	
Ditto - ditto - - - 1 "	48 "	- - 7	"	1 8 -	
Ditto - ditto - - - ½ "	91 "	- - 4	"	1 10 4	
Fir, yellow pine, board - - 1 "	284 "	- - 2½	"	2 19 -	
Deals, spruce - - - - 1 "	144 ft. run	- 12 10	100 feet	- 18 6	
Ditto - - - - ½ "	192 "	- 6 10	"	- 13 1	
Honduras mahogany, board, rough 1½ "	588 ft. sup.	- - 7½	foot	18 7 4	
Ditto - ditto - ditto ¾ "	198 "	- - 4½	"	3 14 3	
Ditto - ditto - ditto ½ "	223 "	- - 4	"	3 14 4	
Fir, yellow pine, board, rough - ½ "	151 "	- - 1½	"	0 18 10	
Honduras mahogany, thickstuff - 5 "	32 ft. cube	- 6 5	"	10 5 4	
Ditto - ditto - plank - 4 "	12 ft. sup.	- 2 1	"	1 5 0	
Ditto - ditto - board, rough ½ "	109 "	- - 3½	"	1 11 9	
Ditto - ditto - ditto - 1 "	22 "	- - 7	"	0 12 10	
Ditto - ditto - board - ¾ "	90 "	- - 5½	"	2 1 3	
Ditto - ditto - ditto - 1½ "	103 "	- - 8½	"	3 12 11	
Ditto - ditto - plank - 3½ "	11 "	- 1 10	"	1 - 2	
Teak, thickstuff - - - - 5 "	11 ft. cube	- 6 11	"	3 16 1	
Teak, timber, reserved - - - -	10 "	- 2 8	"	1 6 8	
Fir, Dantzic, timber - - - -	144 "	- 2 2	"	15 12 -	
Fir, Riga, plank - - - - 4 in.	22 ft. sup.	- - 9	"	- 16 6	
Honduras mahogany, plank, rough 4 "	4 "	- 1 9	"	- 7 -	
Fir, red pine, plank - - - - 4 "	57 "	- - 10	"	2 7 6	
Deals, spruce, planed one side 5/8 "	204 ft. run	- 7 2	100 feet	- 14 7	
Fir, Riga, plank - - - - 2 "	5 ft. sup.	- - 5	foot	- 2 1	
Fir, red pine, timber - - - -	57 ft. cube	- 2 9	"	7 16 9	
Teak, timber - - - - -	224 "	- 6 11	"	77 9 4	
Fir, red pine, plank, rough - 2 in.	108 ft. sup.	- - 4½	"	2 - 6	
Fir, yellow pine, timber - - - -	50 ft. cube	- 2 11	"	7 5 10	
Teak, timber - - - - -	79 "	- 7 7	"	29 19 1	
Mahogany, Mexican, timber - - -	8 "	- 6 4	"	2 10 8	
Ditto Spanish, plank - 3 in.	13 ft. sup.	- 2 -	"	1 6 -	
Ditto - ditto - ditto - 2½ "	8 "	- 1 9	"	- 14 -	
Teak, timber - - - - -	53 ft. cube	- 6 3	"	16 11 3	
Teak, plank - - - - - 4 in.	131 ft. sup.	- 2 3	"	14 14 9	
Elm, English, timber - - - -	22 ft. cube	- 3 6	"	3 17 -	
Teak, timber, reserved - - - -	6 "	- 2 5	"	- 14 6	
Elm, English, timber - - - -	21 "	- 3 4	"	3 10 -	
Mahogany, Honduras, plank, rough 3 in.	20 "	- 1 4	"	1 6 8	
Elm, English, board, rough - 1½ "	99 "	- - 5	"	2 1 3	
Fir, yellow pine, ditto - - 1½ "	57 "	- - 3	"	- 14 3	
Mahogany, Spanish, plank, rough 3 "	29 "	- 1 9	"	2 10 9	
Elm, English, plank - - - 3 "	13 "	- - 9	"	- 9 9	
Fir, Dantzic, timber - - - -	10 ft. cube	- 2 3	"	1 2 6	
Mahogany, Honduras, board - 1½ in.	10 ft. sup.	- - 10	"	- 8 4	
Ditto Spanish, board - ¾ "	28 "	- - 8	"	- 18 8	
Deal, spruce, rough - - - ¾ "	60 ft. run	- 9 6	100 feet	- 5 8	
Mahogany, Spanish, plank - 4 "	17 ft. sup.	- 2 3	foot	1 18 3	
Ditto ditto board, rough 1½ "	7 "	- - 10	"	- 5 10	
Teak, plank - - - - - 2 "	145 "	- 1 3	"	9 1 3	
Mahogany, Spanish, board - 1½ "	7 "	- 1 -	"	- 7 -	
Fir, Dantzic, plank - - - 4 "	38 "	- - 9	"	1 8 6	
Deals, spruce, planed two sides 1½ "	36 "	- 17 -	100 feet	- 6 1	
Ditto - - ditto - 1½ "	78 ft. run	- 14 8	"	- 11 5	
Main Deck—item 3:					
Teak, plank - - - - - 3 in.	40 ft. sup.	- 1 9	foot	3 10 -	
Ditto, timber - - - - -	87 ft. cube	- 7 7	"	32 19 9	
Ditto - - - - -	123 "	- 6 11	"	42 10 9	
Ditto - - - - -	14 "	- 6 3	"	4 7 6	
Carried forward - - - £.				20,929 12 8	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	20,929 12 8	
"Achilles," <i>Fitting Hull</i> —continued.					
Main Deck—item 3—continued.					
Teak, thickstuff, contract - - 10 in.	20 feet cube	9 11 -	load	3 16 5	
Ditto - ditto - - - 9 "	12 "	9 11 -	"	2 5 10	
Ditto - ditto - - - 5½ "	9 "	- 6 11	foot	3 2 3	
Ditto - ditto - - - 5 "	11 "	- 6 11	"	3 16 1	
Fir, Dantzic, timber - - - -	60 "	- 2 2	"	6 10 -	
Main Deck—item 2:					
Fir, red pine, board, rough - 1½ in.	192 feet sup.	- - 3	"	2 8 -	
Without Board—item 2:					
Teak, timber - - - -	17 feet cube	- 6 11	"	5 17 7	
Ditto, thickstuff - - - 5 in.	20 "	- 6 11	"	6 18 4	
Sundry Petty Stores:					
Candles, tallow - - - -	cwt. 0 0 6	- - 4½	lb.	- 2 4	
Ditto - - - -	" 2 3 27	- - 5½	"	7 13 6	
Coals, steam engine, fuel for engine - tons	16 15 0 0	- 13 5	ton	11 4 5	
Coke, fuel for engine - - - "	10 10 0 0	1 - 10	"	10 18 7	
Coals, smithery, fuel for engine - - - "	5 10 0 0	- 10 10½	"	2 19 6	
Canvas, worn, painted - - - -	228 yards	- 1 3	yard	14 15 -	
Cotton, waste - - - -	cwt. 0 0 14	1 3 -½	cwt.	- 2 10	
Emery, on cloth - - - -	252 sheets	- 1 -	quire	- 10 6	
Ditto - paper - - - -	86 "	- - 7½	"	- 2 5	
Glass, on cloth - - - -	570 "	- - 11	"	1 1 5	
Ditto - paper - - - -	72 "	- - 6½	"	- 1 6	
Glue - - - -	cwt. 0 0 17	- - 5¼	lb.	- 7 5	
Lamp black - - - -	" 0 0 2	- 9 10	cwt.	- - 2	
Nails, iron, brads - - - 1 in.	" 0 0 13	- - 9¾	lb.	- 10 5	
Ditto - clasp - - - 3 "	" 0 0 3	1 2 4	cwt.	- - 7	
Ditto - ditto - - - 2½ "	" 0 0 3	1 6 3¾	"	- - 8	
Ditto - cut - - - 2 "	" 0 0 2	- - 2	lb.	- - 4	
Ditto - fine billed - - - 1½ "	" 0 0 6	- - 5¼	"	- 2 8	
Ditto - ditto - - - ½ "	" 0 0 4	- 1 3½	"	- 5 2	
Ditto - ditto - - - ¾ "	" 0 0 2	- 1 2¼	"	- 2 4	
Nails, iron, clasp, bastard - - - 1½ "	" 0 1 8	1 13 1	cwt.	- 10 6	
Ditto - roseheads - - - 1 "	" 0 0 4	- - 4	lb.	- 1 4	
Ditto - ditto - - - 1½ "	" 0 0 7	1 6 3¾	cwt.	- 1 8	
Ditto - ditto - - - 2 "	" 0 2 12	1 12 3¾	"	- 19 1	
Ditto - ditto - - - 3 "	" 0 2 7	- 13 8¾	"	- 7 7	
Ditto - ditto - - - 4 "	" 0 2 0	- 14 9	"	- 7 5	
Ditto - ditto - - - 2½ "	" 0 1 22	- 18 2	"	- 7 10	
Ditto - ditto - - - 3½ "	" 0 0 7	- 15 10¾	"	- 1 -	
Ditto - clasp - - - 1½ "	" 0 1 13	2 12 2½	"	- 18 11	
Ditto - ditto - - - 2 "	" 0 1 14	1 7 11¼	"	- 10 4	
Ditto - roseheads - - - 1½ "	" 0 0 27	1 14 -½	"	- 8 -	
Ditto - ditto - - - 5 "	" 0 0 6	- 14 9	"	- - 9	
Ditto - clasp, fine - - - 1½ "	" 0 0 12	2 5 4¾	"	- 4 11	
Ditto - tacks - - - 3½ "	" 0 0 3	- - 7¾	lb.	- 1 11	
Ditto - coopers' flats - - - 3½ "	" 0 0 2	- - 7¾	"	- 1 3	
Ditto - dieheads - - - 2 "	" 0 0 4	1 15 -¼	cwt.	- 1 3	
Ditto - ditto - - - 1½ "	" 0 0 10	2 17 3½	"	- 5 1	
Moulds:					
Cedar timber - - - -	50 feet cube	- 6 1	foot	15 4 2	
Ditto - reserved - - - -	32 "	- 3 4	"	5 6 8	
Cedar, thickstuff - - - 4½ in.	7 "	- 5 5	"	1 17 11	
Ditto, plank, rough - - - 4 "	64 feet sup.	- 1 10	"	5 17 4	
Ditto - ditto - - - 3½ "	42 "	- 1 7	"	3 6 6	
Ditto - ditto - - - 2 "	160 "	- - 11½	"	7 13 4	
Ditto, board, rough - - - 1½ "	88 "	- - 7½	"	2 15 -	
Ditto - ditto - - - 1 "	142 "	- - 6	"	3 11 -	
Ditto - ditto - - - ¾ "	96 "	- - 4½	"	1 16 -	
Fir, yellow pine, board - - - 3½ "	1,181 "	- - 2½	"	12 5 8	
Ditto - ditto - rough - 3½ "	5,279 "	- - 2	"	43 19 10	
Cedar, plank - - - 3½ "	147 "	- 1 10	"	13 9 6	
Ditto - - - 3 "	90 "	- 1 7	"	7 2 6	
Carried forward - - - £.				21,145 3 2	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.			Per	Amount.			TOTAL.		
		£.	s.	d.		£.	s.	d.	£.	s.	d.
Brought forward - - -	- - -	-	-	-	-	21,145	3	2			
<i>"Achilles," Fitting Hull—continued.</i>											
Sundry Petty Stores— <i>continued.</i>											
Moulds— <i>continued.</i>											
Cedar, board - - -	1½ in.	89	feet	sup.	-	10	foot	3	14	2	
Ditto " - - -	1 "	110	"	"	-	7	"	3	4	2	
Ditto " - - -	¾ "	125	"	"	-	5½	"	2	17	3	
Ditto " - - -	¾ "	85	"	"	-	4	"	1	8	4	
Ditto, timber - - -	-	36	feet	cube	-	6	"	11	8	-	
Fir, yellow pine, board, rough	1 "	179	feet	sup.	-	2½	"	1	17	3	
Cedar, plank - - -	2½ "	50	"	"	-	1	"	3	6	8	
Ditto, board - - -	2 "	54	"	"	-	1	"	2	18	6	
Fir, yellow pine, board, rough	½ "	1,114	"	"	-	1½	"	6	18	10	
Cedar, plank - - -	4 "	18	"	"	-	2	"	1	17	6	
Ditto, board - - -	½ "	12	"	"	-	4	"	-	4	-	
Fir, red pine, board - - -	¾ "	51	"	"	-	2	"	-	8	6	
Deals, spruce, planed one side -	½ "	26	feet	run	-	7	100 feet	-	1	10	
Ditto " rough - - -	¾ "	72	"	"	-	6	"	-	4	11	
Ditto " - - -	½ "	192	"	"	-	6	"	-	13	1	
Cedar, plank " - - -	3 "	78	feet	sup.	-	1	"	5	7	3	
Ditto, timber - - -	-	16	feet	cube	-	2	"	2	2	8	
Ditto, board, rough - - -	1½ "	84	feet	sup.	-	9	"	3	3	-	
Cedar - ditto - - -	¾ "	40	"	"	-	3	"	-	10	-	
Fir, yellow pine, plank, rough -	2 "	49	"	"	-	4½	"	-	18	4	
Elm, English, board - - -	1 "	22	"	"	-	3½	"	-	6	-	
Fir, yellow pine, plank - - -	4 "	28	"	"	-	10	"	1	3	4	
Ditto - ditto rough - - -	4 "	90	"	"	-	8	"	3	-	-	
Ditto, Dantzic, board - - -	¾ "	31	"	"	-	1½	"	-	3	10	
Ditto, yellow pine, board, rough	¾ "	66	"	"	-	1½	"	-	8	3	
Cedar, plank, rough - - -	2½ "	10	"	"	-	1	"	-	11	8	
Ditto, board " - - -	½ "	26	"	"	-	3	"	-	6	6	
Fir, yellow pine, board, rough -	¾ "	88	"	"	-	11½	"	-	11	-	
Ditto - ditto - - -	¾ "	116	"	"	-	2	"	-	19	4	
Elm, English, board, rough - -	¾ "	15	"	"	-	2	"	-	2	6	
Oakum, white - - -	cwt. 2	2	17		1	2	cwt.	2	18	11	
Oil, Gallipoli - - -	1½ galls.	-	-	-	4	8½	gall.	-	5	10	
Plates, tin, double - - -	6 No.	-	-	-	3	5	doz.	-	1	8	
Screws, iron - - -	3 in.	360	"	"	4	11	gross	-	12	3	
Ditto - - -	2½ "	444	"	"	3	7¼	"	-	11	-	
Ditto - - -	2 "	660	"	"	2	7½	"	-	11	9	
Ditto - - -	1½ "	576	"	"	1	9	"	-	7	-	
Ditto - - -	4 "	240	"	"	7	10½	"	-	13	1	
Ditto - - -	¾ "	288	"	"	-	9	"	-	1	5	
Ditto - - -	¾ "	144	"	"	-	8	"	-	-	8	
Ditto - - -	1 "	288	"	"	-	11	"	-	1	10	
Ditto - - -	1½ "	72	"	"	-	1	"	-	-	8	
Paint, red lead, dry - - -	cwt. 0	0	7		1	3	cwt.	-	1	5	
Ditto, white, mixed - - -	" 0	1	0		1	6	"	-	6	7	
Tallow, white - - -	" 0	0	14		2	18	"	-	7	4	
Ditto, yellow - - -	" 0	0	20		2	16	"	-	10	-	
Sheets, tin, single - - -	50 No.	-	-	-	1	7½	doz.	-	6	10	
Skins, fish - - -	6 "	-	-	-	2	11½	each	-	17	6	
Salt, common - - -	cwt. 2	1	1		-	2	cwt.	-	5	6	
Soap, soft - - -	" 0	0	11		-	2¾	lb.	-	2	6	
Whiting - - -	" 0	2	15		1	4½	cwt.	-	-	10	
Zinc, sheet - - -	" 0	3	15½		1	12	"	-	1	8	9
Nails, iron, clasp, fine - - -	1 in.	" 0	0	4	-	8½	lb.	-	2	10	
Ditto, dieheads - - -	6 "	" 0	0	10	-	15	cwt.	-	1	4	
Ditto, ditto - - -	2½ "	" 0	0	7	1	6	"	-	1	8	
Ditto, roseheads - - -	3 "	" 0	0	7	1	-	"	-	1	3	
Ditto, brads - - -	1 "	" 0	0	3	-	2	"	-	-	6	
General expenditure, smiths -	-	-	-	-	-	-	-	22	8	10	
Ditto - ditto joiners - - -	-	-	-	-	-	-	-	17	19	2	
Ditto - ditto millwrights - -	-	-	-	-	-	-	-	49	1	-	
Ditto - ditto turners - - -	-	-	-	-	-	-	-	5	14	1	
Ditto - ditto plumbers - - -	-	-	-	-	-	-	-	8	9	6	
									21,320	13	4
Carried forward - - -									£.	21,320	13 4

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*cont.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	- - -	21,320 13 4
"Achilles," Fitting Hull—continued.					
Sundry Petty Stores—continued.					
RETURNS:	Tons. cwt. qrs. lbs.				
Copper, old - - - - -	3 2 3 24	- - 8½	lb.	249 14 9	
Lead - - - - -	10 8 0 0	- 18 4	cwt.	190 13 2	
Metal, old - - - - -	0 18 1 16	- - 6	lb.	51 10 -	
Lead, milled - - - - -	0 4 3 24	1 2 -	cwt.	5 9 2	
Pump gear, metal articles - - - - -	0 5 1 23½	- 1 9¾	lb.	55 8 3	
Plate iron, new - - - - -	2 0 3 21	- 8 10¼	cwt.	18 2 10	
Iron, new angle - - - - -	0 15 1 26	- 8 5½	"	6 10 7	
Ditto, plate, Lowmoor - - - - -	0 2 3 24	1 2 2	"	3 5 8	
Bolts, copper, ring - - - - - 6 No.	0 0 0 7	- 1 1½	lb.	- 8 -	584 2 5
Expense of Workmanship:	Days. Extra Hours.		day of 12½ hours.		20,739 10 11
Boys - - - - -	16 -	- 2 6	"	2 - -	
Ditto - - - - -	40¾ -	- 2 2½	"	4 9 2	
Ditto - - - - -	32 -	- 1 10½	"	2 19 11	
Ditto - - - - -	55½ -	- 1 8	"	4 12 1	
Chippers - - - - -	186½ -	- 6 10½	"	64 3 11	
Ditto - - - - -	307¾ -	- 6 3	"	96 3 8	
Hammermen - - - - -	35½ -	- 5 -	"	8 15 -	
Holders-up - - - - -	14 -	- 5 -	"	3 10 -	
Labourers - - - - -	28½ -	- 3 9	"	5 6 11	
Ditto - - - - -	147 -	- 3 1½	"	22 19 5	
Machinemen - - - - -	2 -	- 7 6	"	- 15 -	
Riveters - - - - -	82¾ -	- 6 10½	"	28 9 1	
Ditto - - - - -	32½ -	- 6 3	"	10 1 7	
Shearers - - - - -	20½ -	- 6 3	"	6 8 2	
Shipwrights, leading men - - - - -	2½ -	- 7 11	"	- 19 9	
Ditto - - - - -	193¾ -	- 6 5½	"	62 11 2	
Smiths - - - - -	34½ -	- 6 3	"	10 15 8	
Ditto - - - - -	7 -	- 6 -½	"	2 2 4	
Boys - - - - -	53½ 7	- 2 -	day of 10 hours.	5 9 6	
Ditto - - - - -	375¾ -	- 1 9	"	32 17 7	
Ditto - - - - -	77½ -	- 1 6	"	5 15 11	
Ditto - - - - -	114½ -	- 1 4	"	7 12 8	
Chippers - - - - -	622½ -	- 5 6	"	171 2 5	
Ditto - - - - -	1,078½ - 6½	- 5 -	"	269 12 10	
Ditto - - - - -	19 -	- 4 -	"	3 16 -	
Hammermen - - - - -	177½ 8 9½	- 4 -	"	35 13 -	
Holders-up - - - - -	8½ 4 3½	- 4 -	"	1 15 11	
Joiners, leading men - - - - -	359½ -	- 5 6	"	98 15 11	
Ditto - - - - -	4,270½ 1 6½	- 4 4	"	925 5 10	
Ditto, apprentices - - - - -	103 -	- 1 6	"	7 14 6	
Ditto - ditto - - - - -	80½ -	- 10 -	"	3 7 4	
Labourers - - - - -	292½ 7	- 3 -	"	44 - 7	
Ditto - - - - -	650 93	- 2 6	"	82 18 10	
Machinemen - - - - -	101½ -	- 6 -	"	30 7 6	
Riveters - - - - -	410½ 7	- 5 6	"	113 1 7	
Ditto - - - - -	20½ -	- 5 -	"	5 2 6	
Shearers - - - - -	76 -	- 5 -	"	19 - -	
Shipwrights, leading men - - - - -	368½ 48	- 6 4	"	118 12 6	
Ditto - - - - -	12,013½ 821 8½	- 5 2	"	3,130 8 9	
Ditto, apprentices - - - - -	48 -	- 2 4	"	5 12 -	
Ditto - ditto - - - - -	197¾ 26 6½	- 1 9	"	17 11 9	
Shipwrights' apprentices - - - - -	77½ -	- 1 2	"	4 10 5	
Smiths - - - - -	184 5 6½	- 5 -	"	46 3 3	
Ditto - - - - -	13 - 9½	- 4 10	"	3 3 3	
Joiners' apprentices - - - - -	39 -	- 1 2	"	2 5 6	
Mason - - - - -	6 -	- 4 8	"	1 8 -	
Leading men of machinery - - - - -	14 7	- 12 -	"	8 18 1	
Machinemen - - - - -	31½ -	- 5 6	"	8 13 3	
Engine-keepers - - - - -	19 75	- 4 -	"	6 - 7	
Shipwrights' apprentices - - - - -	17½ 1	- 2 -	"	1 14 11	
Ditto - ditto - - - - -	45 -	- 1 6	"	3 7 6	
Ditto - ditto - - - - -	2½ -	- 10 -	"	- 2 1	
Stokers - - - - -	12 -	- 3 6	"	2 2 -	
Angle iron smiths - - - - -	6 -	- 6 -	"	1 16 -	
Carried forward - - - - -		£.		5,563 3 1	20,739 10 11

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.		Quantity.	Rate.		Per	Amount.	TOTAL.				
			£.	s.	d.	£.	s.	d.			
Brought forward - - -		-	-	-	-	5,563	3	1			
"Achilles," Fitting Hull—continued.											
Expense of Workmanship—continued.		Days.	Extra Hours.								
Dockyard Men.	Angle iron smiths - - - - -	13½	-	5	6	day of 10 hours	3	14	3		
	Blockmakers - - - - -	48½	-	5	-	"	12	2	6		
	Ditto - - - - -	48½	-	4	6	ordinary time	10	18	3		
	Boiler makers - - - - -	306	-	5	8	"	86	14	-		
	Boys - - - - -	15½	27	6	1	day of 10 hours	1	9	4		
	Ditto - - - - -	185½	1,132	6	1	"	23	6	10		
	Braziers - - - - -	151½	836	6	4	"	60	7	7		
	Copper smiths - - - - -	387½	1,401	6	-	"	166	8	4		
	Labourers - - - - -	561	1,598	6	3	"	115	1	10		
	Ditto - - - - -	776	1,663	6	2	"	112	5	3		
	Locksmiths - - - - -	23½	-	4	10	"	5	13	7		
	Millwrights, leading men - - -	47	55	7	-	"	18	15	8		
	Ditto - - - - -	869	352	6	5	"	236	-	2		
	Ditto smiths - - - - -	134	377	6	5	"	46	13	2		
	Plumbers, leading men - - - -	113	746	5	9	"	59	9	5		
	Ditto - - - - -	96	347	6	5	"	35	17	10		
	Ditto - - - - -	1,275½	3,960	4	8	"	415	14	8		
	Ditto - apprentices - - - - -	92	212	6	2	"	13	17	2		
	Smiths, anchor firemen - - - -	11½	-	6	4	"	3	12	10		
	Ditto apprentices - - - - -	2	-	2	-	"	-	4	-		
	Ditto double firemen - - - - -	78½	-	5	6	"	21	11	9		
	Ditto fitters - - - - -	15	-	4	10	"	3	12	6		
	Ditto hammermen - - - - -	53	-	4	4	"	11	9	8		
	Ditto - ditto - - - - -	190	27	6	3	"	36	6	-		
	Ditto single firemen - - - - -	154	-	4	10	"	37	4	4		
	Shipwrights - - - - -	390	869	7	4	ordinary time	116	2	-		
	Wood turners - - - - -	58½	27	6	4	day of 10 hours	14	9	4		
	Writer - - - - -	-	381	3	5	"	13	14	8		
	Blockmakers - - - - -	-	-	-	-	"	-	18	4		
	Joiners - - - - -	-	-	-	-	"	41	17	10		
	Millwrights - - - - -	-	-	-	-	"	36	15	3		
	Plumbers - - - - -	-	-	-	-	"	69	4	10		
	Smiths - - - - -	-	-	-	-	"	14	17	6		
	Wood turners - - - - -	-	-	-	-	"	4	14	2		
	Capstan house - - - - -	-	-	-	-	"	1	6	11		
	Joiners at planing machine - - -	10½	-	4	6	day of 10 hours	2	7	3		
	Millwrights - - - - -	26½	-	5	6	"	7	5	9		
	Metal turners - - - - -	7	27	6	5	"	2	13	11		
	Ditto ditto - - - - -	2	15	-	5	"	1	1	3		
	Assistant fitters - - - - -	-	27	6	3	"	-	13	-		
	Millwrights, leading men - - -	-	27	7	8	"	1	6	9		
	Ditto - apprentices - - - - -	35	-	1	2	"	2	-	10		
	Engine keepers - - - - -	-	58	4	-	"	1	8	3		
	Holders up - - - - -	14½	-	4	-	"	2	18	-		
	Labourers - - - - -	-	127	6	2	ordinary time	1	17	3		
	Wood turners - - - - -	-	12	6	4	day of 10 hours	-	6	5		
	Boys - - - - -	-	27	6	1	ordinary time	-	5	-		
	Stokers - - - - -	-	56	9	3	day of 10 hours	1	8	-		
	Boiler makers, leading man - -	17½	-	6	8	"	5	16	8		
	Boys - - - - -	43	-	1	4	"	2	17	4		
	Millwrights' apprentice - - -	5½	-	1	6	"	-	8	3		
	Labourers, coaling by task - - -	5	-	2	3	ordinary time	4	4	5		
	Ditto - ditto - ditto - - - -	24½	-	2	2	"					
							7,454		13	2	
							£.	28,194		4	1
Achilles, fitting masts and yards - - - - -							£.	589		-	-
Ditto - ditto rigging and stores - - - - -							£.	765		-	-
Ditto - ditto machinery - - - - -							{ Stores - - - £.		53	-	-
							{ Labour - - - -		825	-	-
							£.	878		-	-

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Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in Building H.M.S. "Achilles"—*cont^d*.

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per.	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
<i>Expense of Moving and Mooring the Vessel :</i>					
English Elm plank, rough - - - 4 in.	484 feet	- - 11	feet super.	22 3 8	
Ditto - ditto - - - 2 "	442 "	- - 7½	"	13 16 3	
Ditto - ditto - - - 4 "	56 "	- 1 2	"	3 5 4	
Ditto - thickstuff - - - 5 "	25 "	- 3 6	"	4 7 6	
Ditto - ditto - - - 6 "	33 "	- 3 8	"	6 1 -	
Ditto - plank - - - 2½ "	66 "	- - 9	"	2 9 6	
Ditto - ditto - - - 3 "	13 "	- - 10	"	- 10 10	
Nails, iron roseheads - - - 2½ "	7 lbs.	- 18 2	cwt.	- 1 1	
Ditto - ditto - - - 3 "	7 "	- 18 8½	"	- - 10	
					52 16 -
<i>Expense of Workmanship :</i>					
Labourers, leading men - - - -	Days. Extra Hours.	- 4 -	day of 10 hours.	- 2 6	
Ditto - - - -	- 82½	- 3 -	"	1 7 6	
Ditto - - - -	- 341	- 2 6	"	4 18 2	
Shipwrights, leading men - - - -	- 5½	- 6 4	"	- 3 11	
Ditto - - - -	- 49½	- 5 2	"	1 9 3	
Writer - - - -	- 5½	- 7 -	"	- 4 4	
Dockyard- { Labourers, leading men - - - -	2 9	- 3 6	ordy. time	- 11 2	
men { Ditto - - - -	33 166½	- 2 2	"	6 - 10	
					14 17 8
				£.	67 13 8
<i>Hawsers, for Launching, &c. :</i>					
Anchor and stock-iron - - - 1 No.	cwt. 30 2 14	1 12 6	cwt.	49 15 4	
Cordage, worn, 3 strands - - - -	" 5 2 15	1 16 -	"	10 2 9	
Ditto rounding - - - -	" 7 3 9	1 4 4½	"	9 10 9	
Ditto rumbo, remanufactured - - - -	" 3 0 21	1 12 -	"	5 2 -	
Candles, tallow - - - -	" 0 0 8	- - 5½	lb.	- 3 8	
Buoys, Nun iron, large - - - -	2 No.	1 2 3½	each	2 4 7	
				£.	76 19 1
<i>Landing, Surveying, Receiving, and Depositing Stores :</i>					
Cordage, rounding - - - -	cwt. 10 0 14	1 4 4½	cwt.	12 6 9	12 6 9
<i>Expense of Workmanship :</i>					
Riveters - - - -	Days. Extra Hours.	- 6 10½	day of 12½ hours.	- 15 6	
Chippers - - - -	4 3½	- 5 6	day of 10 hours.	1 4 2	
Ditto - - - -	34 3	- 4 -	"	- 17 5	
Riveters - - - -	3½ 2½	- 5 6	"	1 - 10	
Labourers, leading men - - - -	837 -	- 3 6	ordy. time	6 9 6	
Ditto - - - -	6 -	- 2 3	"	- 13 6	
Ditto - - - -	3½ -	- 2 2	"	90 5 11	
Millwrights - - - -	6 -	- 5 2	day of 10 hours.	1 11 -	
Shipwrights - - - -	40 -	- 4 6	ordy. time	9 - -	
Teams (one horse) - - - -	31 -	- 2 7½	"	4 - 8	
					115 18 6
				£.	128 5 3
<i>Forwarding Stores to the Ship :</i>					
Deals, spruce, rough - - - 1½ in.	256 ft. run	- 17 -	100 feet	2 3 6	
Fir, yellow pine, board, rough - - - ¾ "	148 " sup.	- - 2	foot	1 4 8	
Fir, Dantzic, board - - - 1 "	110 " "	- - 2½	"	1 2 11	
Nails, iron roseheads - - - 3½ "	10 lbs.	- 15 10¾	cwt.	- 1 4	
Ditto - ditto - - - 2½ "	10 "	- 18 2	"	- 1 7	
Screws, iron - - - 3 "	60 No.	- 4 11	gross	- 2 1	
				£.	4 16 1

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred at Chatham Dockyard, in Building H.M.S. "Achilles"—contd.

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
<i>Chests, Cupboards, &c., for the Preservation of Stores:</i>		£. s. d.		£. s. d.	£. s. d.
Chests, arm - - - - -	2 No.	1 6 10	each	2 13 8	
Glass, crown - - - - -	18½ feet	- 1 4	foot	1 4 8	
Hinges, iron H. - - - - -	2 pairs	- 5 3	doz. prs.	- - 10	
Hasps, ditto - - - - -	6 No.	- 2 6½	doz.	- 1 1	
Locks, ditto, hanging - - - - -	7 "	- 1 10½	each	- 13 1	
Ditto - ditto - - - - -	7 "	- 1 7½	"	- 11 1	
Sash, old - - - - -	1 "	- 2 6	"	- 2 6	
Nails, iron roseheads - - - - -	7 lbs.	- 18 2	cwt.	- 1 1	
Ditto - ditto - - - - -	4 "	1 6 3¾	"	- - 11	
Ditto - ditto - - - - -	3 "	- 13 8¾	"	- 2 11	
Ditto - ditto - - - - -	10 "	- 14 9	"	- 1 4	
Ditto - ditto - - - - -	10 "	- 14 9	"	- 1 4	
Ditto - ditto - - - - -	10 "	1 12 3¾	"	- 2 10	
Screws, iron - - - - -	24 No.	- - -	doz.	- - 1	
Cordage, rounding - - - - -	cwt. 5 0 17	1 4 4½	cwt.	6 6 1	
Deals, spruce - - - - -	192 feet run	- 9 6	100 ft.	- 18 3	
Fir, yellow pine, plank - - - - -	40 ft. sup.	- - 6	foot	1 - -	
Wedges, beech - - - - -	150 No.	- 4 6	100 No.	- 6 9	
Boxes, ticket, wood - - - - -	19 "	- 5 6	each	5 4 6	
Chests, tool - - - - -	1 "	1 8 -	"	1 8 -	
Hinges, iron, butt - - - - -	1 pair	- 8 6½	doz. prs.	- - 8	
Nails, iron roseheads - - - - -	16 lbs.	- 14 9	cwt.	- 2 1	
Ditto - dieheads - - - - -	6 "	- 15 10¾	"	- - 9	
Ditto - ditto - - - - -	6 "	- 17 2½	"	- - 11	
Sash frame, wood glazed - - - - -	1 No.	- 3 11	each	- 3 11	
Locks, iron, hanging - - - - -	1 "	- 2 -	"	- 2 -	
Bricks, Bath - - - - -	2 "	- 1 - ¼	doz.	- - 2	
Emery, on paper - - - - -	24 sheets	- - 8	quire	- - 8	
Ocham, white - - - - -	14 lbs.	1 2 6	cwt.	- 2 9	
Screws, iron - - - - -	52 No.	- - 11	gross	- - 4	
Tallow, white - - - - -	cwt. 0 2 0	2 18 9	cwt.	1 9 4	
Hinges, wrought iron butts - - - - -	2 pairs	- 9 10	doz. prs.	- 1 7	23 6 2
Expense of Workmanship:					
	Extra Days. Hours.				
Labourers - - - - -	9 -	- 3 9	day of 12½ hours.	1 13 9	
Chippers - - - - -	5 3 ½	- 5 6	day of 10 hours.	1 9 8	
Ditto - - - - -	5 -	- 5 -	"	1 5 -	
Labourers - - - - -	12 -	- 3 -	"	1 16 -	
Machinemen - - - - -	2 -	- 5 6	"	- 11 -	
Riveters - - - - -	2½ -	- 5 6	"	- 13 9	7 9 2
				£.	30 15 4
<i>Cranes, Capstans, Crabs, Winches, &c.:</i>					
Boltstaves, metal - - - - -	2½ lbs.	- - 9½	lb.	- 1 9	
Ditto, Muntz's metal - - - - -	10½ "	- - 9½	"	- 7 10	
Chain, iron jack - - - - -	10 yards	- - 2½	yard	- 2 1	
Castings, metal - - - - -	8 lbs.	- - 10½	lb.	- 6 10	
Emery, on cloth - - - - -	12 sheets	- 1 -	quire	- - 6	
Forgings, iron, common - - - - -	cwt. 25 2 24	- - 2½	lb.	27 - -	
Iron, new bar, of sorts (above ½ in.) - - - - -	cwt. 2 2 12	- 7 7	cwt.	- 19 9	
Muriatic acid - - - - -	1 lb.	- 13 1½	"	- - 1	
General expenditure, millwrights - - - - -	- - -	- - -	- - -	- 12 1	
Nails, iron, brads - - - - -	2 lbs.	- - 7¾	lb.	- 1 3	
Ditto, ditto - - - - -	2 "	2 3 3½	cwt.	- - 9	
Nails, iron brads - - - - -	cwt. 0 0 1	- 1 2	lb.	- 1 2	
Paint, mixed, white - - - - -	cwt. 0 1 0	1 6 6	cwt.	- 6 7	
Spirits of turpentine - - - - -	2 galls.	- 3 1	gal.	- 6 2	
Spun yarn, white - - - - -	cwt. 0 2 0	2 8 -	cwt.	1 4 -	
Carried forward - - - £.				31 10 10	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in Building H.M.S. "Achilles"—*cont^d*.

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per.	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	31 10 10	
<i>Cranes, Capstans, Crabs, Winches, &c.—cont^d.</i>					
Solder, tinman's - - - - -	cwt. 0 0 5	- - 8 $\frac{3}{4}$	lb.	- 3 8	
Tar, mineral - - - - -	4 galls.	- - 1 $\frac{1}{2}$	gall.	- - 6	
5 No.					
Tubes, glass, for boilers - - -	{ cwt. 0 0 2 }	- - 9	lb.	- 1 5	
Glue - - - - -	" 0 0 2	- - 5 $\frac{1}{4}$	"	- - 10	
Salammoniac - - - - -	" 0 0 1	- - 5	"	- - 5	
Castings, iron, flask - - - - -	" 18 3 2	- 10 3	cwt.	9 12 4	
					41 10 -
Expense of Workmanship:	Days. Extra Hours.				
Chippers - - - - -	3 -	- 6 10 $\frac{1}{2}$	day of 12 $\frac{1}{2}$ hours.	1 - 8	
Ditto - - - - -	13 -	- 6 3	"	4 1 3	
Machinemen - - - - -	6 -	- 7 6	"	2 5 -	
Smiths - - - - -	1 $\frac{1}{2}$ -	- 6 3	"	- 9 5	
Boys - - - - -	12 3 $\frac{6}{12}$	- 2 -	day of 10 hours.	1 4 11	
Ditto - - - - -	29 4 $\frac{3}{12}$	- 1 9	"	2 11 8	
Chippers - - - - -	19 3	- 5 6	"	5 6 5	
Ditto - - - - -	48 $\frac{1}{2}$ 4 $\frac{9}{12}$	- 5 -	"	12 5 4	
Hammermen - - - - -	5 $\frac{1}{2}$ 3 $\frac{9}{12}$	- 4 -	"	1 3 8	
Engine keepers - - - - -	17 $\frac{3}{4}$ -	- 3 8	"	3 5 1	
Labourers - - - - -	2 -	- 3 -	"	- 6 -	
Machinemen - - - - -	1 $\frac{1}{2}$ -	- 5 6	"	- 8 3	
Riveters - - - - -	2 -	- 5 -	"	- 10 -	
Labourers - - - - -	39 $\frac{1}{2}$ 3 $\frac{6}{12}$	- 2 6	"	4 19 9	
Machinemen - - - - -	12 3 $\frac{6}{12}$	- 6 -	"	3 14 4	
Riveters - - - - -	39 $\frac{1}{2}$ 1	- 5 6	"	10 17 11	
Smiths - - - - -	11 1 $\frac{6}{12}$	- 5 -	"	2 15 11	
Angle iron smiths - - - - -	1 $\frac{1}{2}$ -	- 5 6	"	- 8 3	
Shipwrights - - - - -	12 -	- 5 2	"	3 2 -	
Boys - - - - -	62 $\frac{1}{2}$ -	- 1 6	"	4 13 9	
Ditto - - - - -	12 $\frac{1}{2}$ -	- 1 4	"	- 16 8	
Engine keepers - - - - -	45 -	- 4 -	"	9 - -	
Millwrights, dockyard men - - -	29 $\frac{1}{2}$ -	- 5 2	"	7 12 5	
General expenditure - - - - -	- - -	- - -	- - -	- 8 -	
					83 6 8
				£.	124 16 8
<i>Carts, Waggon, Barrows, &c.:</i>					
Trucks, hand, wood - - - - -	2 No.	7 3 5	each	£.	14 6 10
<i>Fire Engines, Buckets, &c.:</i>					
Buckets, fire - - - - -	48 No.	- 1 2	each	2 16 -	
Cordage, hawserlaid - - - 1 $\frac{1}{2}$ in.	cwt. 0 2 8	2 10 10	cwt.	1 9 -	
Casks, ironbound - - - - -	4 No.	- 2 6	each	- 10 -	
Engine, fire, ship - - - - -	1 "	16 11 6	"	16 11 6	
Ditto ditto and gear - - - - -	2 "	20 - -	"	40 - -	
Gooseneck, metal - - - - -	1 "	- 7 8	"	- 7 8	
Hoses, suction, No. 1 - - - - -	3 "	1 5 -	"	3 15 -	
Ditto, delivery, No. 1 - - - - -	2 "	2 12 -	"	5 4 -	
Ditto ditto No. 2 - - - - -	2 "	3 10 -	"	7 - -	
Ditto, suction, No. 2 - - - - -	2 "	1 11 -	"	3 2 -	
Strainers, copper - - - - -	2 "	- 4 8	"	- 9 4	
Tubs, bearing - - - - -	6 "	- 3 8	"	1 2 -	
					82 6 6
RETURNS:					
Engine, fire, ship - - - - -	1 "	11 1 -	"	11 1 -	
Gooseneck, metal - - - - -	1 "	- 5 2	"	- 5 2	
Hoses, suction, No. 1 - - - - -	2 "	1 5 -	"	2 10 -	
Ditto ditto ditto, repairable - - -	1 "	- 16 8	"	- 16 8	
Ditto, delivery, No. 1 - - - - -	2 "	2 12 -	"	5 4 -	
Ditto ditto No. 2, repairable - - -	2 "	1 - 8	"	2 1 4	
Iron, old, wrought - - - - -	7 lbs.	4 3 -	ton	- - 3	
					21 18 5
				£.	60 8 1

Appendix, No. 1.--Detailed Account of the Charges incurred in Chatham Dockyard, in Building H.M.S. "Achilles"--*cont'd.*

Description of Material, or Workmanship Performed.			Quantity.	Rate.	Per	Amount.	TOTAL.
				£. s. d.		£. s. d.	£. s. d.
<i>Making and Erecting New Machinery:</i>							
Elm, timber	-	-	30 feet	- 3 6	foot cube	5 5 -	
Forgings, iron, plain	-	-	cwt. 1 1 11	- - 3 $\frac{1}{4}$	lb.	2 7 2	
Ditto ditto middling	-	-	" 2 3 25	2 4 2	cwt.	6 11 4	
Ditto ditto extra	-	-	" 2 1 18	- - 7 $\frac{1}{2}$	lb.	8 8 8	
Iron new bar, of sorts	-	-	" 1 1 6	9 11 -	ton	- 12 4	
Ditto - ditto	-	above $\frac{1}{2}$ inch	" 2 3 26	- 7 7	cwt.	1 2 7	
Iron casting	-	-	" 11 3 14	- 10 3	"	6 1 8	
Forgings, steel	-	-	" 0 0 17	- - 11	lb.	- 15 7	
Ditto common	-	-	" 0 3 23	- - 2 $\frac{1}{4}$	"	- 19 11	
Ditto steel	-	-	" 0 0 2	- - 10	"	- 1 8	
Iron, angle	-	-	" 0 3 6	- 8 5 $\frac{1}{4}$	cwt.	- 6 9	
Ditto, half round	-	-	" 0 0 18	- 8 10 $\frac{1}{4}$	"	- 1 5	
Ditto, plate	-	-	" 3 1 20	- 8 10 $\frac{1}{4}$	"	1 10 4	
Nails, iron, clasp, fine	-	2 $\frac{1}{2}$ inch	" 0 0 1	1 6 3 $\frac{3}{4}$	"	- - 3	
Ditto, brads, iron, cut	-	2 "	" 0 0 1	- - 2	lb.	- - 2	
Ditto - ditto billed	-	1 $\frac{1}{2}$ "	" 0 0 1	- - 5 $\frac{1}{4}$	"	- - 5	
Ditto - ditto ditto	-	$\frac{3}{4}$ "	1 lb.	- 1 2	"	- 1 2	
Rivets, iron	-	-	2 "	1 8 10 $\frac{1}{4}$	cwt.	- - 6	
Screws, iron	-	2 $\frac{1}{2}$ inch	24 No.	- 3 7 $\frac{1}{4}$	gross	- - 7	
Ditto	-	2 "	24 "	- 2 7 $\frac{1}{2}$	"	- - 5	
Ditto	-	1 $\frac{1}{2}$ "	30 "	- 1 9	"	- - 4	
Ditto	-	1 $\frac{1}{4}$ "	216 "	- 1 3 $\frac{3}{4}$	"	- 2 -	
Screws, iron, coach	-	-	6 $\frac{3}{4}$ lbs.	- - 2 $\frac{1}{2}$	lb.	- 1 5	
General expenditure, smiths	-	-	-	-	-	- 1 2	
Pump gear, copper, and metal articles	-	-	cwt. 2 3 21	- 1 9 $\frac{3}{4}$	lb.	29 16 3	64 9 1
<i>Expense of Workmanship:</i>			Days. Extra hours.				
Chippers	-	-	12 0	- 6 3	day of 12 $\frac{1}{2}$ hours.	3 15 -	
Holders-up	-	-	1 $\frac{1}{2}$ 0	- 5 -	"	- 7 6	
Riveters	-	-	1 $\frac{1}{2}$ 0	- 6 10 $\frac{1}{2}$	"	- 10 4	
Boys	-	-	24 0	- 1 9	day of 10 hours.	2 2 -	
Chippers	-	-	4 3	- 5 6	"	1 3 10	
Ditto	-	-	101 10 $\frac{3}{12}$	- 5 -	"	25 11 -	
Hammermen	-	-	4 0	- 4 -	"	- 16 -	
Labourers	-	-	23 $\frac{1}{2}$ 0	- 2 6	"	2 18 9	
Machinemen	-	-	8 $\frac{1}{2}$ 0	- 5 6	"	2 6 9	
Ditto	-	-	12 3 $\frac{6}{12}$	- 6 -	"	3 14 4	
Riveters	-	-	6 2 $\frac{3}{12}$	- 5 6	"	1 14 5	
Smiths	-	-	19 0	- 5 -	"	4 15 -	
Labourers	-	-	6 0	- 3 -	"	- 18 -	
Labourers, leading men	-	-	3 0	- 3 6	ordinary time.	- 10 6	
Ditto	-	-	100 $\frac{1}{2}$ 0	- 2 2	"	10 17 9	
Smiths, single firemen	-	-	1 0	- 4 10	day of 10 hours.	- 4 10	
Ditto, hammermen	-	-	0 $\frac{1}{2}$ 0	- 3 9	"	- 1 11	
General expenditure, smiths	-	-	-	-	-	- 1 -	62 8 11
<i>Repairing and Fitting Moveable Plant used in Building and Fitting "Achilles":</i>						£.	126 18 -
Bolts and nuts, iron	-	-	cwt. 0 0 11	1 10 10	cwt.	- 3 -	
Castings, metal	-	-	" 1 3 1	- - 9 $\frac{3}{4}$	lb.	7 17 4	
Ditto ditto	-	-	" 2 2 7 $\frac{1}{2}$	- - 10 $\frac{1}{4}$	"	12 5 6	
Board, cedar	-	1 $\frac{1}{4}$ inch	30 feet sup.	- - 8 $\frac{1}{2}$	foot	1 1 3	
Candles, tallow	-	-	cwt. 0 1 11	- - 5 $\frac{1}{2}$	lb.	- 17 10	
Cordage, white, Italian, hawser laid	-	$\frac{3}{4}$ inch	" 0 0 13 $\frac{1}{2}$	3 5 -	cwt.	- 7 8	
Chain, iron, rigging	-	-	" 1 3 19	- 19 10	"	1 18 -	
Castings, iron	-	-	" 153 0 4	- 10 3	"	78 8 8	
Canvas, new, broad, No. 35	-	-	25 yards	- 1 - $\frac{1}{2}$	yard	1 6 -	
Hides, pipe, curried	-	-	10 feet	- - 8 $\frac{1}{2}$	foot	- 7 3	
Cordage, white, Italian, hawser laid	-	1 inch	cwt. 0 0 6	3 5 -	cwt.	- 3 6	
Cans, tin, for oil	-	2 gall.	1 No.	- 1 6	each	- 1 6	
Catgut	-	-	20 yards	- 1 3 $\frac{3}{4}$	yard	- 8 9	
Cockstop, brass	-	-	1 No. 6 $\frac{1}{2}$ lbs.	- 1 5	lb.	- 9 7	
Pump gear, copper, and metal articles	-	-	cwt. 0 2 19	- 1 9 $\frac{3}{4}$	"	6 15 11	
			Carried forward	- - - £.		112 11 9	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.			Quantity.	Rate.			Per	Amount.			TOTAL.
				£.	s.	d.		£.	s.	d.	£. s. d.
Brought forward - - -			-	-	-	-	-	-	-	-	352 16 6
<i>Repairing and Fitting Moveable Plant used in Building and Fitting "Achilles"—continued.</i>											
Expense of Workmanship:			Days.	Extra hours.							
Boys - - -	-	-	— $\frac{1}{2}$	-	-	2	6	day of 12 $\frac{1}{2}$ hours.	-	1	3
Chippers - - -	-	-	9	-	-	6	10 $\frac{1}{2}$	"	3	2	-
Ditto - - -	-	-	24 $\frac{3}{4}$	-	-	6	3	"	7	13	3
Holders-up - - -	-	-	4	-	-	5	-	"	1	-	-
Engine-keepers - - -	-	-	-	35 $\frac{6}{12}$	-	5	-	"	1	2	3
Labourers - - -	-	-	-	11	-	3	9	"	-	1	8
Ditto - - -	-	-	— $\frac{1}{2}$	-	-	3	1 $\frac{1}{2}$	"	-	1	7
Machinemen - - -	-	-	35 $\frac{1}{4}$	-	-	7	6	"	13	8	2
Riveters - - -	-	-	3	-	-	6	3	"	-	18	9
Shearers - - -	-	-	1	-	-	6	3	"	-	6	3
Smiths - - -	-	-	2	-	-	6	3	"	-	12	7
Boys - - -	-	-	-	-	-	1	9	day of 10 hours	-	10	6
Chippers - - -	-	-	49	35 $\frac{6}{12}$	-	5	6	"	14	11	10
Ditto - - -	-	-	97 $\frac{1}{2}$	24 $\frac{9}{12}$	-	5	-	"	25	2	-
Ditto - - -	-	-	5	3 $\frac{9}{12}$	-	4	-	"	1	1	11
Engine-keepers - - -	-	-	0	5	-	4	-	"	-	2	4
Hammermen - - -	-	-	6 $\frac{1}{2}$	3 $\frac{6}{12}$	-	4	-	"	1	7	7
Labourers - - -	-	-	6	-	-	3	-	"	-	18	-
Ditto - - -	-	-	46	22 $\frac{6}{12}$	-	2	6	"	6	1	9
Machinemen - - -	-	-	24 $\frac{1}{2}$	4 $\frac{6}{12}$	-	6	-	"	7	10	-
Riveters - - -	-	-	23 $\frac{1}{2}$	4 $\frac{3}{12}$	-	5	6	"	6	11	11
Ditto - - -	-	-	7	3 $\frac{6}{12}$	-	5	-	"	1	17	1
Shipwrights, Leading men - - -	-	-	3	2 $\frac{3}{12}$	-	6	4	"	1	-	7
Ditto - - -	-	-	9	4	-	5	2	"	2	8	10
Smiths - - -	-	-	15 $\frac{1}{2}$	— $\frac{6}{12}$	-	5	-	"	3	17	10
Ditto - - -	-	-	2	-	-	4	10	"	-	9	8
Machinemen - - -	-	-	14 $\frac{1}{2}$	-	-	5	6	"	3	19	9
Assistant Fitters - - -	-	-	-	14 $\frac{6}{12}$	-	3	6	"	-	7	11
Boilermakers, Leading men - - -	-	-	17	-	-	6	8	"	5	13	4
Ditto - - -	-	-	165 $\frac{1}{2}$	24	-	5	8	"	47	17	10
Boys - - -	-	-	38 $\frac{1}{2}$	-	-	1	4	"	2	11	4
Boys - - -	-	-	14	-	-	1	2	"	-	16	4
Boys - - -	-	-	-	16	-	1	-	"	-	4	9
Braziers - - -	-	-	4	-	-	4	8	"	-	18	8
Ditto - - -	-	-	13	-	-	4	-	ordinary time.	2	12	-
Coppersmiths - - -	-	-	8	-	-	6	-	day of 10 hours	2	8	-
Engine-keepers - - -	-	-	-	43	-	4	-	"	1	6	11
Holders-up - - -	-	-	32 $\frac{1}{2}$	-	-	4	-	"	6	10	-
Labourers (single stationed) - - -	-	-	44	-	-	3	6	"	7	14	-
Ditto - - -	-	-	67	163	-	3	-	"	13	19	1
Ditto - - -	-	-	93 $\frac{1}{2}$	175	-	2	6	"	15	14	7
Ditto, Leading men - - -	-	-	2	-	-	3	6	ordinary time.	-	7	-
Ditto (single stationed) - - -	-	-	-	10	-	2	6	"	-	5	-
Metal Turners - - -	-	-	26 $\frac{1}{2}$	-	-	5	6	day of 10 hours	7	5	9
Millwrights, Leading men - - -	-	-	-	51 $\frac{6}{12}$	-	8	-	"	2	15	10
Ditto - - ditto - - -	-	-	-	34 $\frac{6}{12}$	-	7	-	"	1	12	6
Ditto - - -	-	-	157 $\frac{1}{2}$	251	-	5	2	"	49	19	5
Ditto, Smith - - -	-	-	12	35 $\frac{6}{12}$	-	5	2	"	4	8	8
Smiths, Double Firemen - - -	-	-	3	-	-	5	6	"	-	16	6
Ditto, Hammermen - - -	-	-	9 $\frac{1}{2}$	-	-	4	4	"	2	1	2
Ditto - ditto - - -	-	-	18 $\frac{1}{2}$	14 $\frac{6}{12}$	-	3	9	"	3	17	4
Ditto, Single Firemen - - -	-	-	4	-	-	4	10	"	-	19	4
Ditto, Vicemen and Fitters - - -	-	-	1	-	-	4	10	"	-	4	10
Sailmakers - - -	-	-	12	-	-	3	10	ordinary time.	2	6	-
Turners, Wood - - -	-	-	7	-	-	4	-	day of 10 hours	1	8	-
Labourers - - -	-	-	14	20	-	2	2	ordinary time.	1	19	6
Carried forward - - - £.									295	-	11
											352 16 6

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in Building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	295 - 11	352 16 6
<i>Repairing and Fitting Moveable Plant used in Building and Fitting "Achilles"—continued.</i>					
Expense of Workmanship— <i>continued.</i>					
General Expenditure, Smiths - - -	- - -	- - -	- - -	- 19 3	
Ditto - ditto - Millwrights - - -	- - -	- - -	- - -	12 5 6	
Ditto - ditto - Plumbers - - -	- - -	- - -	- - -	- 10 2	
Ditto - ditto - Sailmakers - - -	- - -	- - -	- - -	- 13 8	
Dockyardman, Turner, Metal - - -	Day. Extra hours. 1 28	- 5 2	day of 10 hours.	1 5 10	310 15 4
				£.	663 11 10
<i>Wages of Boats' Crews in Attendance on Shipwright, Officers, &c.:</i>					
Expense of Workmanship:					
Dockyardmen, Labourers - - -	0 60 $\frac{6}{12}$	- 2 2	ordinary time.	- 17 8	- 17 8
<i>Wages of Apprentices while attending School:</i>					
Expense of Workmanship:					
Shipwrights - - -	16 $\frac{1}{2}$ days	- 1 10 $\frac{1}{2}$	day of 12 $\frac{1}{2}$ hours.	1 10 6	
Ditto - - -	125 $\frac{3}{4}$ "	- 1 5 $\frac{1}{2}$	"	9 2 9	
Ditto - - -	64 $\frac{1}{2}$ "	- 1 - $\frac{1}{2}$	"	3 6 9	
Caulkers - - -	4 $\frac{1}{2}$ "	- 1 2	day of 10 hours.	- 5 3	
Joiners - - -	13 "	- 1 6	"	- 19 6	
Ditto - - -	16 $\frac{1}{2}$ "	- 1 2	"	- 19 3	
Ditto - - -	17 $\frac{1}{2}$ "	- - 10	"	- 14 7	
Shipwrights - - -	66 "	- 1 6	"	4 19 -	
Ditto - - -	116 "	- 1 2	"	6 15 3	
Ditto - - -	79 "	- - 10	"	3 5 10	31 18 8
<i>Allowances to Artificers for Teaching Apprentices their Trades:</i>					
Expense of Workmanship:					
Caulkers - - -	368 $\frac{1}{4}$ days	- - 4	day	6 2 9	
Joiners - - -	380 "	- - 4	"	6 6 8	
Shipwrights - - -	8,195 $\frac{1}{2}$ "	- - 4	"	136 11 8	
Smiths - - -	29 $\frac{1}{4}$ "	- - 4	"	- 9 10	
Dockyardmen - { Millwrights - - -	42 $\frac{1}{2}$ "	- - 4	"	- 14 2	
- { Plumbers - - -	79 $\frac{1}{2}$ "	- - 4	"	1 6 6	
- { Smiths - - -	0 $\frac{1}{2}$ "	- - 4	"	- - 2	151 11 9
<i>Allowances for Hurts:</i>					
Expense of Workmanship:					
Angle Iron Smiths - - -	11 days	- 3 3	day	1 15 9	
Ditto - ditto - - -	2 "	- 2 9	"	- 5 6	
Boys - - -	17 $\frac{1}{2}$ "	- 1 -	"	- 17 6	
Ditto - - -	597 "	- - 8	"	17 - -	
Chippers - - -	177 "	- 2 6	"	22 2 6	
Ditto - - -	101 "	- 2 3	"	11 7 4	
Hammermen - - -	506 $\frac{1}{2}$ "	- 2 -	"	50 13 -	
Chippers - - -	10 "	- 2 -	"	1 - -	
Holders-up - - -	294 "	- 2 -	"	29 8 -	
Labourers - - -	398 $\frac{1}{4}$ "	- 1 6	"	29 17 6	
Ditto - - -	602 "	- 1 3	"	37 12 10	
Machinemen - - -	9 "	- 3 9	"	1 13 9	
Painters - - -	7 "	- 2 2	"	- 15 2	
Riveters - - -	5 "	- 2 9	"	- 13 9	
Ditto - - -	11 $\frac{1}{2}$ "	- 2 6	"	1 8 9	
Carried forward - - - £.				206 11 4	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	206 11 4	
<i>Allowances for Hurts—continued.</i>					
<i>Expense of Workmanship—continued.</i>					
Shipwrights, Leading men - - -	80 days	- 3 2	day	12 13 4	
Shipwrights - - -	1,895½ "	- 2 7	"	244 6 8	
Ditto - Apprentices - - -	34 "	- - 9	"	1 5 6	
Ditto - ditto - - -	66 "	- - 10½	"	2 17 9	
Ditto - ditto - - -	82½ "	- - 7	"	2 8 2	
Ditto - ditto - - -	40½ "	- - 5	"	- 16 11	
Ditto - ditto - Board wages (whilst absent, sick) - - -	20 "	- 1 6	"	1 10 -	
Smiths - - -	15 "	- 3 -	"	2 5 -	
Ditto - - -	68½ "	- 2 6	"	8 11 3	
Ditto - - -	88½ "	- 2 5	"	10 13 11	
Joiners - - -	14 "	- 2 2	"	1 10 4	
					495 10 2
<i>Allowances for Holidays:</i>					
<i>Expense of Workmanship:</i>					
Angle Iron Smiths - - -	7½ "	- 8 1½	"	3 1 1	
Ditto - ditto - - -	23½ "	- 7 6	"	8 16 3	
Ditto - ditto - - -	14½ "	- 6 10½	"	4 19 8	
Boys - - -	26½ "	- 2 6	"	3 6 3	
Boys - - -	30½ "	- 2 2½	"	3 6 9	
Boys - - -	22½ "	- 1 10½	"	2 2 2	
Boys - - -	229½ "	- 1 8	"	19 2 6	
Caulkers - - -	22½ "	- 6 5½	"	7 5 6	
Ditto Apprentice - - -	2 "	- 1 10½	"	- 3 8	
Chippers - - -	9½ "	- 6 10½	"	3 5 4	
Ditto - - -	50 "	- 6 3	"	15 12 4	
Ditto - - -	44 "	- 5 7½	"	12 7 7	
Ditto - - -	11 "	- 5 -	"	2 15 -	
Engine-keepers - - -	10 "	- 5 -	"	2 10 -	
Ditto - - -	6½ "	- 4 7	"	1 9 9	
Furnacemen - - -	1½ "	- 7 6	"	- 11 3	
Ditto - - -	5½ "	- 6 3	"	1 14 4	
Hammermen - - -	239 "	- 5 -	"	59 15 -	
Holders-up - - -	134½ "	- 5 -	"	38 12 6	
Joiners, Leading man - - -	2 "	- 6 10½	"	- 13 9	
Joiners - - -	31½ "	- 5 5	"	8 10 8	
Labourers, Leading man - - -	5 "	- 5 -	"	1 5 -	
Labourers - - -	261 "	- 3 9	"	48 19 -	
Ditto - - -	661 "	- 3 1½	"	103 5 10	
Machinemen, Leading man - - -	2½ "	- 15 -	"	1 17 6	
Ditto - ditto - - -	2½ "	- 10 -	"	1 5 -	
Machinemen - - -	10 "	- 7 6	"	3 15 -	
Ditto - - -	2½ "	- 6 10½	"	- 17 1	
Mason - - -	2½ "	- 5 10	"	- 14 7	
Painters, Leading man - - -	2½ "	- 6 3	"	- 15 8	
Platers, Leading man - - -	2½ "	- 12 6	"	1 11 3	
Platers - - -	2½ "	- 7 6	"	- 18 9	
Riveters - - -	15½ "	- 6 10½	"	5 6 7	
Ditto - - -	16½ "	- 6 3	"	5 3 2	
Ditto - - -	12½ "	- 5 7½	"	3 10 4	
Shearers - - -	2 "	- 6 3	"	- 12 6	
Shipwrights, Leading man - - -	45 "	- 7 11	"	17 17 -	
Shipwrights - - -	1,113½ "	- 6 5½	"	359 14 8	
Ditto - Apprentice - - -	8½ "	- 2 11	"	1 4 9	
Ditto - ditto - - -	6 "	- 2 6	"	- 15 -	
Ditto - ditto - - -	18½ "	- 2 2½	"	2 - 6	
Ditto - ditto - - -	22 "	- 1 10½	"	2 1 3	
Ditto - ditto - - -	32½ "	- 1 5½	"	2 7 3	
Ditto - ditto - - -	16 "	- 1 -½	"	- 16 7	
Smiths - - -	2 "	- 7 6	"	- 15 -	
Ditto - - -	37½ "	- 6 3	"	11 14 5	
Ditto - - -	24½ "	- 6 -½	"	7 8 -	
Carried forward - - -	£.			781 13 -	

Appendix, No. 1—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	781 13 -	
<i>Allowances for Holidays—continued.</i>					
<i>Expense of Workmanship—continued.</i>					
Writer - - - - -	2½ days	- 8 9	day	1 1 11	
Smiths, Angle iron - - -	1 "	- 7 6	"	- 7 6	
Ditto - ditto - - - -	5 "	- 6 6	"	1 12 6	
Ditto - ditto - - - -	7 "	- 6 -	"	2 2 -	
Ditto - ditto - - - -	5 "	- 5 6	"	1 7 6	
Boys - - - - -	28 "	- 2 -	"	2 16 -	
Boys - - - - -	20 "	- 1 9	"	1 15 -	
Boys - - - - -	29 "	- 1 6	"	2 3 6	
Boys - - - - -	188 "	- 1 4	"	12 10 8	
Caulkers - - - - -	18 "	- 5 2	"	4 13 -	
Ditto Apprentices - - -	1 "	- 1 6	"	- 1 6	
Chippers - - - - -	12 "	- 5 6	"	3 6 -	
Ditto - - - - -	40 "	- 5 -	"	10 - -	
Ditto - - - - -	32 "	- 4 6	"	7 4 -	
Ditto - - - - -	12 "	- 4 -	"	2 8 -	
Engine-keepers - - - -	2 "	- 4 4	"	- 8 8	
Ditto - - - - -	6 "	- 3 8	"	1 2 -	
Furnacemen - - - - -	1 "	- 6 -	"	- 6 -	
Ditto - - - - -	3 "	- 5 -	"	- 15 -	
Hammermen - - - - -	208 "	- 4 -	"	41 12 -	
Holders-up - - - - -	106 "	- 4 -	"	21 4 -	
Labourers, Leading man -	4 "	- 4 -	"	- 16 -	
Ditto - - - - -	259 "	- 3 -	"	38 17 -	
Ditto - - - - -	475 "	- 2 6	"	59 7 6	
Machinemen, Leading men -	2 "	- 12 -	"	1 4 -	
Ditto - ditto - - - -	1 "	- 8 -	"	- 8 -	
Ditto - ditto - - - -	2 "	- 7 6	"	- 15 -	
Ditto - ditto - - - -	6 "	- 6 -	"	1 16 -	
Ditto - ditto - - - -	4 "	- 5 6	"	1 2 -	
Platers, Leading man -	2 "	- 10 -	"	1 - -	
Ditto - - - - -	2 "	- 6 -	"	- 12 -	
Riveters - - - - -	13 "	- 5 6	"	3 11 6	
Ditto - - - - -	12 "	- 5 -	"	3 - -	
Ditto - - - - -	11 "	- 4 6	"	2 9 6	
*Shearers - - - - -	2 "	- 5 -	"	- 10 -	
Shipwrights, Leading man -	34 "	- 6 4	"	10 15 4	
Ditto - - - - -	827 "	- 5 2	"	213 12 10	
Ditto - Apprentices - - -	2 "	- 2 4	"	- 4 8	
Ditto - ditto - - - -	4 "	- 2 -	"	- 8 -	
Ditto - ditto - - - -	13 "	- 1 9	"	1 2 9	
Ditto - ditto - - - -	22 "	- 1 6	"	1 13 -	
Ditto - ditto - - - -	17 "	- 1 2	"	- 19 10	
Ditto - ditto - - - -	8 "	- 10 -	"	- 6 8	
Smiths - - - - -	2 "	- 6 -	"	- 12 -	
Ditto - - - - -	31 "	- 5 -	"	7 15 -	
Ditto - - - - -	22 "	- 4 10	"	5 6 4	
Writer - - - - -	2 "	- 7 -	"	- 14 -	
Joiners, Leading man -	6 "	- 5 6	"	1 13 -	
Ditto - - - - -	87 "	- 4 4	"	18 17 -	
Ditto Apprentice - - -	3 "	- 1 6	"	- 4 6	
Ditto - ditto - - - -	3 "	- 1 2	"	- 3 6	
Ditto - ditto - - - -	3 "	- 10 -	"	- 2 6	
Mason - - - - -	1 "	- 4 8	"	- 4 8	
Painters, Leading man -	2 "	- 5 6	"	- 11 -	
Painters - - - - -	22 "	- 4 4	"	4 15 4	
Oakum Boys - - - - -	5 "	- 1 2	"	- 5 10	
Caulkers, Leading man -	1 "	- 6 4	"	- 6 4	
Ditto Apprentice - - -	1 "	- 2 -	"	- 2 -	
Engine keepers - - - -	3 "	- 4 -	"	- 12 -	
Dockyard Men, { Assistant fitters -	1 "	- 3 6	"	- 3 6	
{ Boiler makers - - - -	2 "	- 5 8	"	- 11 4	
{ Holders-up - - - - -	2 "	- 4 -	"	- 8 -	
{ Coppersmiths - - - -	2 "	- 6 -	"	- 12 -	
{ Braziers - - - - -	3 "	- 4 8	"	- 14 -	
Carried forward - - - £.				1,289 15 2	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.		Quantity.	Rate.		Per	Amount.	TOTAL.	
			£.	s.	d.	£.	s.	d.
Brought forward - - -		- - -	-	-	-	1,289 15 2		
Allowances for Holidays—continued.								
Expense of Workmanship—continued.								
Dockyard Men.	Plumbers - - - - -	1 day	-	5	2	day	-	5 2
	Boys - - - - -	2 days	-	1	6	"	-	3 -
	Engine-keepers - - - - -	2 "	-	4	-	"	-	8 -
	Joiners at Planing machine - - - - -	2 "	-	4	6	"	-	9 -
	Labourers, Leading men - - - - -	10 "	-	3	6	"	1	15 -
	Ditto - Single Stationed - - - - -	1 day	-	3	-	"	-	3 -
	Ditto - - - - -	130½ days	-	2	2	"	14	2 9
	Millwrights - - - - -	12 days	-	5	2	"	3	2 -
	Metal turner - - - - -	½ day	-	5	6	"	-	2 9
	Labourers - - - - -	7 days	-	2	6	"	-	17 6
	Shipwrights - - - - -	1 day	-	4	6	"	-	4 6
	Teams - - - - -	27 days	-	2	7½	"	3	10 3
	Labourers - - - - -	2½ "	-	2	3	"	-	5 7
	Ditto - - - - -	11 "	-	3	-	"	1	13 -
	Millwrights, Smiths - - - - -	1 day	-	5	2	"	-	5 2
	Ditto - Leading man - - - - -	1 "	-	7	-	"	-	7 -
	Ditto - Apprentice - - - - -	1 "	-	1	2	"	-	1 2
	Plumbers, Leading man - - - - -	1 "	-	5	9	"	-	5 9
	Ditto - - - - -	13 days	-	4	8	"	3	- 8
							1,320 16 5	
Coals, Candles, &c. for the Offices of the Officers Superintending the Works:								
Rags, Woollen - - - - -	cwt.	0 0 2	2	10	-	cwt.	-	- 10
Soap, Soft - - - - -	"	0 0 27	-	-	2½	lb.	-	6 2
Soap, Hard - - - - -	"	0 0 6	1	17	-	cwt.	-	2 -
Soda - - - - -	"	0 0 3	-	-	1½	lb.	-	- 4
							- 9 4	
Sweeping Chimneys and Flues:								
Expense of Workmanship:								
Dockyard men, Labourers - - - - -	15½ hours	-	2	4	day ordy.	-	5 8	- 5 8
Clearing the Dock of Sullage:								
Expense of Workmanship:								
Labourers - - - - -	5 days	-	3	1½	12½ hours	-	15 8	- 15 8
Delivering Rejected Stores to Contractors:								
Expense of Workmanship:								
Dockyard men, Labourers - - - - -	25 days	-	2	2	ordinary time	2	14 2	2 14 2
Workmen's Wages attending Examination for Promotion:								
Expense of Workmanship:								
Shipwright, Leading man - - - - -	19½ days	-	6	4	day of 10 hours.	6	3 6	
Ditto - - - - -	11½ "	-	5	2	"	2	19 5	
Joiners - - - - -	3 "	-	5	6	"	-	16 6	
Ditto - - - - -	7 "	-	4	4	"	1	10 4	
Caulkers - - - - -	4 "	-	5	2	"	1	- 8	
							12 10 5	
Coffins for Men accidentally Killed on the Ship:								
Elm, Board, English - - - - -	1 inch	41 feet sup.	-	-	4	foot p.	-	13 8
Ditto - ditto, Rough - - - - -	"	93 "	-	-	3½	"	1	5 2
General Expenditure, Joiners - - - - -			-	-	-	-	-	8
							1 19 6	
Expense of Workmanship:								
Dockyard men, Joiners - - - - -	6 days	-	3	10	day	1	3 -	
General Expenditure - - - - -			-	-	-	-	1 1	
							1 4 1	
							£.	3 3 7

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
<i>Shores, Spauls, Stage Deals, &c.</i>					
Canada Rock, Elm Board - - - $\frac{1}{2}$ inch	22 feet sup.	- - 2	foot	- 3 8	
Ditto - - ditto - - Rough $\frac{1}{2}$ "	20 "	- - $1\frac{1}{2}$	"	- 2 6	
English Elm, Board - - - $1\frac{1}{2}$ "	19 "	- - 6	"	- 9 6	
Ditto - Plank - - - 2 "	5 "	- - $7\frac{1}{2}$	"	- 3 2	
Ditto - - ditto - - - 4 "	43 "	- 1 2	"	2 10 2	
Ditto - Board, Rough - $1\frac{1}{2}$ "	53 "	- - 5	"	1 2 1	
Ditto - - - ditto - - 1 "	47 "	- - $3\frac{1}{4}$	"	- 12 9	
Fir, Red Pine, Plank - - - 4 "	76 "	- - 10	"	3 3 4	
Fir, Pitch - ditto - - - 3 "	51 "	- - 7	"	1 9 9	
Fir, Dantzic, Timber - - - - -	41 feet cube	- 2 3	"	4 12 3	
Fir - - ditto - - - - -	36 "	- 2 2	"	3 18 -	
Fir, Red Pine, ditto - - - - -	22 "	- 2 8	"	2 18 8	
Fir, Pitch Pine, Plank - - - $2\frac{1}{2}$ inch	30 feet sup.	- - 6	"	- 15 -	
Greenheart, Thickstuff - - - 8 "	108 feet cube	- 6 9	"	36 9 -	
Nails, Iron, Ribband - - - 6 "	cwt. 0 0 14	- 13 $7\frac{1}{2}$	cwt.	- 1 9	
Ditto - Roseheads - - - 5 "	" 0 0 22	- 14 9	"	- 2 10	
Ditto - Ribband - - - 8 "	" 3 1 14	- 13 $7\frac{1}{2}$	"	2 6 1	
Ditto - Port - - - 5 "	" 0 3 14	- 17 $\frac{1}{4}$	"	- 14 10	
Nails, Iron, Clout, Countersunk - $2\frac{1}{2}$ "	" 0 0 16	1 - $5\frac{1}{4}$	"	- 2 11	
Ditto - Roseheads - - - 3 "	" 0 2 2	- 13 $3\frac{1}{4}$	"	- 6 11	
Ditto - - ditto - - - 4 "	" 0 2 6	- 14 9	"	- 8 -	
Ditto - - ditto - - - $2\frac{1}{2}$ "	" 0 0 8	- 18 2	"	- 1 3	
Ditto - Clout, Countersunk - $4\frac{1}{2}$ "	" 0 0 14	1 - $5\frac{1}{4}$	"	- 2 7	
Sardinian Oak Timber - - - - -	11 feet cube	- 7 5	foot	4 1 7	
Nails, Iron, Roseheads - - - 6 inch	cwt. 0 0 20	- 13 $7\frac{1}{2}$	cwt.	- 2 5	
Sardinian Oak Timber - - - - -	20 feet cube	- 6 9	foot	6 15 -	
Rings, Iron - - - - -	cwt. 0 0 10	- - $2\frac{1}{2}$	lb.	- 2 1	
Ditto - - - - -	" 0 0 13	- - $2\frac{1}{4}$	"	- 3 -	
Spars, Cant, Norway - - - - -	12 No.	- 6 6	each	3 18 -	
Treenails, Oak - - - - 12 inch	24 "	4 5 -	mille	- 2 4	
Wedges, Beech - - - - -	21,686 "	- 4 6	100 No.	48 15 10	126 17 3
<i>Rope for Guys, Stages, &c.</i>					
Cordage, Hawserlaid (Petersburgh) $3\frac{1}{2}$ inch	cwt. 2 3 18	2 6 6	cwt.	6 15 4	
Ditto - ditto - - ditto - $2\frac{1}{2}$ "	" 3 0 0	2 10 10	"	7 12 6	14 7 10
RETURNS.					
Paperstuff - - - - -	" 4 1 0	- 13 6	"	2 17 4	2 17 4
				£.	11 10 6
<i>Timber, Blocks &c. for Launching.</i>					
Deals, Spruce, Rough - - - $1\frac{1}{2}$ inch	72 feet running	- 14 8	100 feet	- 10 6	
Flags, Royal Standard - - - - -	450 yards	- - $6\frac{3}{4}$	yard	12 13 1	
Flags, Union Jack - - - - -	1 No.	1 2 -	each	1 2 -	
Flags, Ensign - - - - -	3 "	3 1 5	"	9 4 3	
Flags, Admiralty - - - - -	288 yards	- - $6\frac{3}{4}$	yard	8 2 -	
Nails, Iron, Scupper - - - $\frac{3}{4}$ inch	cwt. 0 0 21	2 8 $2\frac{1}{2}$	cwt.	- 8 11	
Ditto - Roseheads - - - 5 "	" 0 0 24	- 14 9	"	- 3 1	
Spunyarn, Tarred - - - - -	" 0 2 0	1 18 -	"	- 19 -	33 2 10
RETURNS.					
Bunting, Old - - - - -	12 lbs.	- - $3\frac{1}{2}$	lb.	- 3 3	
Flags, Ensign - - - - -	3 No.	2 1 -	each	6 3 -	
Flags, Admiralty - - - - -	288 yards	- - $4\frac{1}{2}$	yard	5 8 -	
Flags, Royal Standard - - - - -	288 "	- - $4\frac{1}{2}$	"	5 8 -	17 2 3
Expense of Workmanship:					
Shipwrights, Leading Man - - - -	4 days	- 6 4	day of 10 hours	1 5 4	16 - 7
Shipwrights - - - - -	36 "	- 5 2	"	9 6 -	10 11 4
				£.	26 11 11

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
<i>Stores Issued to Workmen on Loan, and Repairing the same.</i>		£. s. d.		£. s. d.	£. s. d.
Baskets, Prickle - - - - -	42 No.	1 2 2½	dozen	3 17 7	
Buckets, Ironbound, Single - - - - -	131 "	- 1 2	each	7 12 10	
Bolts and Nuts, Iron - - - - -	cwt. 71 3 24	1 7 5½	cwt.	98 16 5	
Braces, Cat and Rack, Large - - - - -	24 No.	2 2 -	each	50 8 -	
Brooms, Bass - - - - -	12 "	- 11 11	dozen	- 11 11	
Brushes, Paint - - - - -	29 "	1 - 4	"	2 9 1	
Ditto, ditto - - - - -	15 "	- 4 1	"	- 5 -	
Baskets, Ballast, Double - - - - -	370 "	- 9 10	"	15 3 2	
Brushes, Scrubbing - - - - -	8 "	- 18 5	"	- 12 2	
Brooms, Birch, with Handles, Small - - - - -	1,075 "	- 2 9	"	12 6 4	
Baskets, Ballast, Single - - - - -	168 "	- 8 2½	"	5 14 4	
Brooms, Birch, without Handles, Large - - - - -	118 "	- 3 6	"	1 14 5	
Brooms, Birch, with Handles, Large - - - - -	12 "	- 3 9	"	- 3 9	
Blocks, Double, Thick - - - - - 9 in.	22 "	- 3 -½	each	3 6 10	
Blocks, Single, Thick - - - - - 9 "	16 "	- 1 8½	"	1 7 3	
Bolts and Nuts, Iron - - - - -	cwt. 147 2 3½	1 10 10	cwt.	227 6 6	
Brooms, Hair - - - - -	24 No.	- 3 1	each	3 14 -	
Braces, Cat and Rack, Small - - - - -	12 "	- 1 10	"	18 - -	
Brooms, Birch, without Handles, Small - - - - -	1,636 "	- 2 6	dozen	17 - 8	
Bolts and Nuts, Iron - - - - -	cwt. 2 3 25	1 17 8¾	cwt.	5 12 2	
Brushes, Hand, Dusting - - - - -	38 No.	- 11 4	dozen	1 15 10	
Brushes, Paint - - - - -	32 "	1 1 11	"	2 18 5	
Beetles, Wood, Large - - - - -	12 "	- 2 11½	each	1 15 3	
Boiler Iron - - - - -	1 "	1 5 -	"	1 5 -	
Blocks, Single, Thick - - - - - 7 in.	24 "	- - 11¾	"	1 3 5	
Blocks, Double, Thick - - - - - 7 "	24 "	- 1 8¾	"	2 1 5	
Brushes, Paint - - - - -	6 "	- 1 11	dozen	- 11 -	
Braces, Cat and Rack, Small - - - - -	70 "	1 2 4¾	each	78 7 8	
Brushes, Paint - - - - -	9 "	- 19 10	dozen	- 14 9	
Ditto, ditto - - - - -	12 "	- 12 1	"	- 12 1	
Ditto, ditto - - - - -	48 "	- 15 10	"	3 3 4	
Ditto, Tar - - - - -	42 "	- 9 3	"	1 12 1	
Beetles, Wood, Large - - - - -	12 "	- 4 8	each	2 16 -	
Bradawls, Carpenters' - - - - -	2 "	- - 4½	dozen	- - 1	
Bit, Soldering, Copper - - - - -	1 "	- 1 9	each	- 1 9	
Brushes, Paint - - - - -	6 "	- 2 11	dozen	- 1 5	
Borax - - - - -	1 lb.	- - 10	lb.	- - 10	
Blocks, Single, Thin - - - - - 8 in.	6 No.	- 1 4½	each	- 8 1	
Blocks, Double, Thick - - - - - 8 "	6 "	- 2 4½	"	- 14 3	
Beetles, Wood - - - - -	1 "	- 2 4	"	- 2 4	
Brushes, Tar, Long - - - - -	19 "	- 11 7	dozen	- 18 3	
Axes, Junk - - - - -	2 No. 14 lbs.	- - 3½	lb.	- 4 -	
Blocks, Single, Thick - - - - - 8 in.	6 No.	- 1 4½	each	- 8 1	
Cock, Stop, Brass - - - - - 8 "	18 lbs. 13 oz.	- 1 8¾	lb.	1 12 3	
Canvas, Worn - - - - -	1,616 yards	- - 8½	yard	57 4 8	
Cans, Tin, for Oil - - - - -	2 No.	- 1 6	each	- 3 -	
Coals, Smithery - - - - -	11 tons	- 11 3	ton	6 3 9	
Chisels, Cross Cut - - - - -	24 No.	- 1 -¾	each	1 5 6	
Chisels, Chipping - - - - -	12 "	- 1 -¾	"	- 12 9	
Cordage, Hawserlaid, Tarred (Petersburgh) under 3 in. - - - - -	cwt. 23 0 10	2 10 10	cwt.	58 9 2	
Card, Wire, for cleaning Files - - - - -	11 feet	- - 8½	foot	- 7 9	
Cans, Tin, for Oil - - - - -	3 No.	- 1 9½	each	- 5 3	
Chisels, Flat - - - - -	12 "	- 1 -¾	"	- 12 9	
Chisels, Steel - - - - -	24 "	- 1 -¾	"	1 5 6	
Clamps, Screw - - - - -	32 No. cwt. 1 3 9	- - 7	lb.	5 19 7	
Canvas Suits - - - - -	202 No.	- 7 -½	suit	71 2 5	
Coals, Smithery - - - - -	36½ tons	- 10 10½	ton	19 16 6	
Compass, Millwrights' - - - - -	1 pair	- 2 9	pair	- 2 9	
Castings, Iron - - - - -	cwt. 4 1 0	- 10 3	cwt.	2 3 7	
Cocks, Stop, Brass - - - - -	2 No. 2 lbs.	- 1 7	lb.	- 3 2	
Cordage, Tarred, Italian, Hawserlaid - 2 ins. - - - - -	cwt. 2 3 4	2 18 -	cwt.	8 1 6	
Coals, Steam-engine - - - - -	5½ tons	- 13 5	ton	3 13 8	
Candlesticks, Tin, with Extinguisher - - - - -	1 No.	- - 8	each	- - 8	
Compasses, Carpenters' - - - - -	6 No. 36 in.	- - 2	inch	- 6 -	
Cans, Tin, for Oil - - - - -	1 No.	- 2 4	each	- 2 4	
Ditto - ditto - - - - -	1 "	- 1 2	"	- 1 2	
Coke - - - - -	3½ tons	1 - 10	ton	3 12 11	
Carried forward - - - £.				820 16 3	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*cont^d*.

Description of Material, or Workmanship Performed.	Quantity.	Rate.			Per	Amount.			TOTAL.		
		£.	s.	d.		£.	s.	d.	£.	s.	d.
Brought forward - - -	- - -	-	-	-	-	820	16	3			
<i>Stores Issued to Workmen on Loan, and Repairing the same—cont^d.</i>											
Wrench, Coach, Iron - - -	12 inch	1 No.	-	9 $\frac{1}{4}$	inch	-	9	3			
Chain, Brass Telegraph - - -	- - -	3 yards	-	7	yard	-	1	9			
Drills, Steel - - -	- - -	48 No.	-	1 3 $\frac{1}{2}$	each	3	2	-			
Dividers, Spring - - -	- - -	1 pair	-	2 1	pair	-	2	1			
Dressers, Wood - - -	- - -	6 No.	-	11 $\frac{1}{2}$	each	-	5	7			
Feeders, Tin, for Oil - - -	- - -	74 "	-	4 $\frac{1}{2}$	"	1	9	3			
Ditto - - ditto - - -	- - -	90 "	-	3 $\frac{1}{2}$	"	1	6	2			
Forgings, Iron, Plain - - -	- - -	cwt. 76 3 21	-	3 $\frac{1}{2}$	lb.	134	12	10			
Ditto - Common - - -	- - -	" 64 3 12	-	2 $\frac{1}{2}$	"	68	1	10			
Ditto - Middling - - -	- - -	" 1 1 14	2	4 2	cwt.	3	-	9			
Forelocks, Iron - - -	- - -	" 0 2 10	-	2	lb.	-	11	-			
Ditto - ditto - - -	- - -	" 0 1 27	-	2 $\frac{3}{4}$	"	-	12	7			
Feeders, Tin, for Oil - - -	- - -	7 No.	-	8	each	-	4	8			
Forgings, Iron, Extra - - -	- - -	cwt. 0 1 1	-	7 $\frac{1}{2}$	lb.	-	18	1			
Figures, Marking - - -	- - -	10 No. 2 $\frac{1}{2}$ in.	-	2 $\frac{3}{4}$	$\frac{1}{8}$ inch	-	4	7			
Fearnought Suits - - -	- - -	2 suits	-	12 11	suit	1	5	10			
Grindstone - - -	3 $\frac{1}{2}$ feet	1 No.	-	8 9	each	-	8	9			
Needles, Sail - - -	- - -	3 "	-	2 9 $\frac{1}{2}$	100	-	-	1			
Ditto - - -	- - -	3 "	-	4 2 $\frac{1}{2}$	"	-	-	1			
Hoses, Suction, No. 2 - - -	- - -	4 "	1	11 -	each	6	4	-			
Ditto, Delivery, No. 2 - - -	- - -	1 "	3	10 -	"	3	10	-			
Pumps, Lift - - -	- - -	1 "	5	5 6	"	5	5	6			
Engines, Dowelling - - -	- - -	2 "	1	14 6	"	3	9	-			
Files, Bastard Cut - - -	10 inch	12 "	-	5 6	dozen	-	5	6			
Ditto - ditto - - -	16 "	12 "	-	17 5	"	-	17	5			
Ditto - ditto - - -	10 "	12 "	-	5 2	"	-	5	2			
Ditto - ditto - - -	12 "	12 "	-	7 4	"	-	7	4			
Ditto - ditto - - -	16 "	12 "	-	15 10	"	-	15	10			
Files, Saw - - -	5 "	12 "	-	2 10	"	-	2	10			
Files, Smooth Cut - - -	10 "	2 "	-	6 6 $\frac{1}{2}$	"	-	1	1			
Files, Bastard Cut - - -	16 "	50 "	-	14 4 $\frac{1}{2}$	"	2	19	9			
Ditto - ditto - - -	16 "	74 "	-	13 - $\frac{1}{2}$	"	4	-	2			
Ditto - ditto - - -	14 "	110 "	-	8 6 $\frac{1}{2}$	"	3	18	-			
Ditto - ditto - - -	8 "	12 "	-	3 3 $\frac{1}{2}$	"	-	3	2			
Ditto - ditto - - -	10 "	11 "	-	4 8 $\frac{1}{2}$	"	-	4	4			
Ditto - ditto - - -	14 "	42 "	-	9 7 $\frac{1}{2}$	"	1	13	9			
Ditto - ditto - - -	6 "	3 "	-	2 3	"	-	-	7			
Files, Saw - - -	5 "	12 "	-	2 6 $\frac{1}{4}$	"	-	2	6			
Files, Bastard Cut - - -	12 "	57 "	-	6 - $\frac{1}{4}$	"	1	8	8			
Files, Rubber - - -	14 "	117 No. 955 lbs.	-	6 $\frac{1}{4}$	lb.	26	17	-			
Files, Bastard Cut - - -	16 "	222 No.	-	15 8 $\frac{1}{2}$	dozen	14	10	1			
Files, Smooth Cut - - -	12 "	6 "	-	9 2	"	-	4	7			
Ditto - ditto - - -	12 "	6 "	-	10 4	"	-	5	2			
Files, Bastard Cut - - -	18 "	12 "	-	19 9	"	-	19	9			
Files, Smooth Cut - - -	10 "	6 "	-	6 3 $\frac{1}{2}$	"	-	3	2			
Files, Bastard Cut - - -	8 "	13 "	-	3 3 $\frac{1}{2}$	"	-	3	6			
Files, Cross Cut - - -	9 "	6 "	-	7 7 $\frac{1}{2}$	"	-	3	10			
Files, Bastard Cut - - -	18 "	24 "	1	1 7	"	2	3	3			
Ditto - ditto - - -	12 "	12 "	-	6 1	"	-	6	1			
Files, Rough Cut - - -	18 "	6 "	-	18 10 $\frac{1}{2}$	"	-	9	5			
Files, Smooth Cut - - -	6 "	2 "	-	2 9 $\frac{1}{2}$	"	-	-	5			
Files, Bastard Cut - - -	6 "	2 "	-	2 - $\frac{1}{4}$	"	-	-	4			
Ditto - ditto - - -	12 "	36 "	-	6 8 $\frac{1}{2}$	"	1	-	2			
Ditto - ditto - - -	14 "	6 "	-	10 9 $\frac{1}{2}$	"	-	5	4			
Files, Smooth Cut - - -	8 "	2 "	-	4 4 $\frac{1}{2}$	"	-	-	9			
Ditto - ditto - - -	10 "	6 "	-	6 10 $\frac{1}{2}$	"	-	3	5			
Files, Rasp - - -	14 "	1 "	-	9 7 $\frac{1}{2}$	"	-	-	10			
Files, Smooth Cut - - -	14 "	6 "	-	12 1 $\frac{1}{2}$	"	-	6	1			
Files, Bastard Cut - - -	16 "	12 "	-	19 9	"	-	19	9			
Ditto - ditto - - -	12 "	6 "	-	6 8 $\frac{3}{4}$	"	-	3	4			
Ditto - ditto - - -	16 "	58 "	-	18 2 $\frac{1}{4}$	"	4	7	9			
Ditto - ditto - - -	14 "	114 "	-	12 7 $\frac{3}{4}$	"	6	-	4			
Ditto - ditto - - -	18 "	48 "	1	4 4 $\frac{1}{2}$	"	4	17	4			
Ditto - ditto - - -	14 "	196 "	-	10 2 $\frac{1}{2}$	"	8	6	-			
Ditto - ditto - - -	12 "	38 "	-	8 2 $\frac{1}{2}$	"	1	5	10			
Files, Smooth Cut - - -	14 "	17 "	-	15 7 $\frac{1}{4}$	"	1	2	-			
Carried forward - - -	£.	1,148	13	6							

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	1,148 13 6	
<i>Stores Issued to Workmen on Loan, and Repairing the same—contd.</i>					
Files, Bastard Cut - - - 18 inch	30 No.	1 3 -	dozen	2 17 6	
Ditto - ditto - - - 14 "	31 "	- 11 6	"	1 9 8	
Files, Smooth Cut - - - 16 "	9 "	1 4 10 $\frac{1}{2}$	"	- 18 7	
Ditto - ditto - - - 14 "	3 "	- 15 11 $\frac{1}{2}$	"	- 4 -	
Ditto - ditto - - - 14 "	6 "	- 13 3	"	- 6 7	
Ditto - ditto - - - 16 "	9 "	1 1 8	"	- 16 3	
Files, Bastard Cut - - - 14 "	224 "	- 11 6 $\frac{1}{2}$	"	10 14 8	
Ditto - ditto - - - 18 "	18 "	1 1 8	"	1 12 6	
Files, Rubber - - - 16 "	12 No. 147 lbs.	- - 6 $\frac{1}{2}$	lb.	3 13 8	
Files, Bastard Cut - - - 16 "	60 No.	- 17 5	dozen	4 7 -	
Ditto - ditto - - - 16 "	72 "	- 15 10	"	4 15 -	
Ditto - ditto - - - 12 "	19 "	- 8 2 $\frac{1}{2}$	"	- 12 11	
Files, Smooth Cut - - - 12 "	8 "	- 11 6 $\frac{1}{2}$	"	- 7 8	
Ditto - ditto - - - 12 "	12 "	- 10 11 $\frac{1}{2}$	"	- 10 11	
Files, Bastard Cut - - - 14 "	18 "	- 10 2 $\frac{1}{2}$	"	- 15 3	
Files, Saw - - - 5 "	9 "	- 3 2 $\frac{1}{2}$	"	- 2 4	
Files, Bastard Cut - - - 12 "	8 "	- 7 3 $\frac{1}{4}$	"	- 4 10	
Ditto - ditto - - - 10 "	6 "	- 5 2 $\frac{1}{2}$	"	- 2 7	
Files, Smooth Cut - - - 10 "	6 "	- 7 1 $\frac{1}{4}$	"	- 3 6	
Files, Warding - - - 4 "	6 "	- 1 9 $\frac{3}{4}$	"	- - 10	
Files, Rasps, Bastard Cut - - 14 "	13 "	- 11 6 $\frac{1}{2}$	"	- 12 5	
Ditto - ditto - - - 12 "	5 "	- 8 2 $\frac{1}{2}$	"	- 3 4	
Files, Bastard Cut - - - 6 "	6 "	- 2 8	"	- 1 4	
Ditto - ditto - - - 10 "	6 "	- 5 6 $\frac{1}{2}$	"	- 2 9	
Files, Handles for - - - -	24 "	- - 11	"	- 1 10	
Files, Rough Cut - - - 14 inch	12 "	- 10 2 $\frac{1}{2}$	"	- 10 2	
Files, Smooth Cut - - - 16 "	6 "	2 9 - $\frac{1}{4}$	"	1 4 6	
Files, Bastard Cut - - - 12 "	28 "	- 8 7 $\frac{1}{4}$	"	1 - 2	
Ditto - ditto - - - 6 "	12 "	- 2 11	"	- 2 11	
Files, Smooth Cut - - - 14 "	6 "	- 13 10 $\frac{1}{2}$	"	- 6 11	
Files, Hand Saw - - - 4 $\frac{1}{2}$ "	4 "	- 2 4 $\frac{1}{2}$	"	- - 9	
Files, Smooth Cut - - - 18 "	6 "	1 12 10	"	- 16 5	
Ditto - ditto - - - 16 "	6 "	1 - 6 $\frac{1}{2}$	"	- 10 3	
Grindstone - - - 8 feet	8 "	2 4 1	each	17 12 8	
Glass, on Cloth - - - -	12 sheets.	- - 11	quire	- - 5	
Gimblets, Spike - - - -	1 No.	- 4 6 $\frac{3}{4}$	dozen	- - 4	
Grindstones - - - 6 feet	1 "	- 14 8	each	- 14 8	
Hammers, Sledge - - - -	12 No. 84 lbs.	- - 3 $\frac{1}{4}$	lb.	1 2 9	
Hammers, Hand - - - -	297 No. cwt. 5 2 14	- - 11 $\frac{1}{4}$	"	29 10 7	
Hooks, Tackle, Iron - - - -	34 No.	- 12 - $\frac{1}{4}$	dozen	1 14 -	
Handspikes, Common - - - -	36 "	1 1 6	"	3 4 6	
Hooks, Tackle, Iron - - - -	26 "	- 8 9 $\frac{3}{4}$	"	- 19 1	
Helves - - - -	1,099 "	- 4 10 $\frac{3}{4}$	"	22 7 11	
Ditto - - - -	876 "	- 4 6 $\frac{3}{4}$	"	16 12 6	
Ditto - - - -	2,319 "	- 2 5 $\frac{1}{2}$	"	23 14 7	
Hooks, Tackle, Iron - - - -	26 "	- 5 10 $\frac{1}{2}$	"	- 12 8	
Hammers, Chipping - - - -	9 "	- 1 6 $\frac{3}{4}$	each	- 14 1	
Hammers, Copper - - - -	2 No. 22 $\frac{1}{4}$ lbs.	- 1 - $\frac{3}{4}$	lb.	1 3 8	
Hooks, Tackle, Iron - - - -	6 No.	- 3 8	dozen	- 1 10	
Hammers, Hand - - - -	34 No. cwt. - 1 17	- - 5	lb.	- 18 9	
Hammers, Hack, Engineers - -	10 No.	- 1 6 $\frac{3}{4}$	each	- 15 7	
Brooms, Bass, Handles for - -	1 "	- 1 7	dozen	- - 2	
Hasp, Iron, Hanging - - - -	2 "	- 2 6 $\frac{3}{4}$	"	- - 5	
Hammers, Chipping - - - -	12 No. 18 $\frac{1}{2}$ lbs.	- - 11	lb.	- 17 3	
Hooks, Tackle, Iron - - - -	12 No.	- 16 8	dozen	- 16 8	
Hinges, Iron, Cross Garnet - -	1 pair	- 12 - $\frac{1}{4}$	dozen pairs	- 1 -	
Hammers, Planishing - - - -	2 $\frac{1}{2}$ lbs.	- 1 6 $\frac{1}{4}$	lb.	- 3 9	
Hammers, Bench - - - -	4 No.	- - 8 $\frac{1}{2}$	each	- 2 10	
Iron, New Bar - - - -	cwt. 16 2 24	- 8 10 $\frac{1}{4}$	cwt.	7 6 6	
Iron, New Bar, of sorts - - -	" 91 - 27	- 7 7	"	34 11 2	
Ditto - ditto - - - -	" 11 2 15	- 8 5 $\frac{1}{4}$	"	4 17 9	
Iron, Bolt, Bowling - - - -	" - 2 -	- 18 -	"	- 9 -	
Iron, New Bar - - - -	" 24 2 25	9 11 -	ton	11 15 11	
Iron, New Bar (6 cwt. per Bar) -	" 13 1 12	- 8 5 $\frac{1}{4}$	cwt.	5 12 8	
Iron, New Plate - - - -	" - 2 16	- 11 4 $\frac{1}{2}$	"	- 7 4	
Kettles, Tin, for Paint - - -	9 No.	- - 11	each	- 8 3	
Ditto - ditto - - - -	10 "	- 1 6	"	- 15 -	
Carried forward - - -	- - -	£.	- - -	1,379 9 9	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—cont^d.

Description of Material, or Workmanship Performed,	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	1,379 9 9	
<i>Stores Issued to Workmen on Loan, and Repairing the same—cont^d.</i>					
Kettles, Tin, for Paint - - -	8 No.	- - 8	each	- 5 4	
Knives, Shoemaker's - - -	2 "	- 2 9 $\frac{1}{2}$	dozen	- - 6	
Ditto, Chipping - - -	10 "	- 1 - $\frac{1}{2}$	each	- 10 7	
Kettles, Tin, for Paint - - -	16 "	- 1 5 $\frac{1}{2}$	"	1 4 4	
Ditto - ditto - - -	3 "	- - 9 $\frac{1}{2}$	"	- 2 4	
Oil, Linseed - - -	36 gallons	- 2 3 $\frac{1}{2}$	gall.	4 2 6	
Locks, Iron, Drawer - - - 3 in.	2 No.	- 1 9 $\frac{1}{2}$	each	- 3 7	
Ditto Hanging - - - 3 "	4 "	- 1 10 $\frac{1}{2}$	"	- 7 5	
Lines, Whiting - - -	17 "	- - 3 $\frac{3}{4}$	"	- 5 -	
Ladles, Iron, Melting - - -	8 "	- 4 2 $\frac{1}{2}$	dozen	- 2 9	
Ditto - ditto - - -	3 "	- 10 3 $\frac{1}{4}$	"	- 2 7	
Locks, Iron Chest - - - 3 $\frac{1}{2}$ in.	1 "	- 2 -	each	- 2 -	
Letters, Marking - - -	26 No. = 6 $\frac{1}{2}$ in.	- - 2 $\frac{3}{4}$	$\frac{1}{8}$ inch	- 11 11	
Lamp, Tremlet's - - -	3 No.	2 6 8	each	7 - -	
Lines, Chalk - - -	1 "	- 2 9 $\frac{1}{2}$	doz.	- - 3	
Ladles, Melting, Iron - - -	2 "	- 3 3 $\frac{1}{2}$	"	- - 6	
Lanterns, Hand, Tin - - -	2 "	- 2 4 $\frac{1}{2}$	each	- 4 9	
Ladles, Iron, Melting - - -	4 "	- 12 1 $\frac{1}{2}$	doz.	- 4 -	
Mops, Caulker's - - -	107 "	- 1 9	"	- 15 7	
Mandrills - - -	2 "	- - 6	each	- 1 -	
Mallets, Boxwood - - - 27 No.	cwt. 0 1 18	- 1 - $\frac{3}{4}$	lb.	2 8 10	
Nails, Iron, Tacks - - - $\frac{5}{8}$ in.	" 0 0 0 $\frac{1}{2}$	- - 7 $\frac{3}{4}$	"	- - 2	
Brads, Nails, Iron - - - $\frac{1}{2}$ "	" 0 0 0 $\frac{1}{2}$	- 1 3 $\frac{1}{2}$	"	- - 8	
Ditto - ditto - - - 1 "	" 0 0 0 $\frac{1}{2}$	- - 9 $\frac{3}{4}$	"	- - 5	
Nails, Iron, Countersunk, Fine - - - 3 "	" 0 2 20	1 2 8 $\frac{1}{2}$	cwt.	- 15 4	
Ditto ditto Strong - - - 4 $\frac{1}{2}$ "	" 0 0 10	1 - 5 $\frac{1}{4}$	"	- 1 9	
Ditto ditto Fine - - - 1 $\frac{1}{2}$ "	" 0 0 6	1 9 3 $\frac{1}{2}$	"	- 1 6	
Needles, Darning - - -	32 No.	- - 3 $\frac{1}{2}$	100	- - 2	
Needles, Sewing - - -	36 "	- - 7	"	- - 3	
Plates, Tin, Double - - -	42 "	- 3 5	doz.	- 11 9	
Ditto - Single - - -	48 "	- 1 7 $\frac{1}{4}$	"	- 6 8	
Pots, Tin Watering - - -	7 "	- 2 11	each	1 - 5	
Ditto - ditto - - -	5 "	- 1 8	"	- 8 4	
Ditto, Cast Iron - - -	3 "	- - 11 $\frac{1}{2}$	"	- 2 11	
Ditto, Glue - - -	1 No. = 4 $\frac{1}{2}$ lbs.	- 2 4	lb.	- 10 6	
Paper, Brown - - -	2 quires	1 3 6	ream	- 2 4	
Pots, Pitch, Cast Iron - - -	1 No.	- 1 4	each	- 1 4	
Rods, Hazel Chisel - - -	228 bundles	- 2 1 $\frac{1}{4}$	bundle	23 19 8	
Rags, White - - -	cwt. 1 2 0	1 6 9	cwt.	2 - -	
Rules, Carpenter's - - -	1 No.	- 16 9 $\frac{1}{2}$	doz.	- 1 5	
Shovels, Iron - - -	115 "	- 1 7 $\frac{1}{2}$	each	9 6 10	
Squares, Iron - - - 24 x 12 in.	12 "	- 2 5 $\frac{1}{2}$	"	1 9 6	
Steel, Spring - - -	cwt. 0 0 18	- 14 7	cwt.	- 2 4	
Ditto, Cast - - -	" 52 3 5	1 13 8	"	88 16 4	
Spanners, Brass - - -	8 No. = 3 lbs.	- 1 10 $\frac{1}{4}$	lb.	- 5 7	
Salt, Common - - -	20 "	- 2 6	cwt.	- - 4	
Screws, Iron - - - $\frac{3}{4}$ in.	12 No.	- - $\frac{3}{4}$	doz.	- - 1	
Clamps, Screw - - - 12 No.	cwt. 0 2 20	- - 7	lb.	2 4 4	
Steel, Shear - - -	" 0 2 26	1 11 8	cwt.	1 3 2	
Solder, Tinman's - - -	" 0 0 10	- - 6 $\frac{1}{2}$	lb.	- 5 5	
Steel, Blister - - -	" 2 2 25 $\frac{1}{2}$	1 2 1 $\frac{3}{4}$	cwt.	3 - 2	
Ditto, Spring - - -	" 0 0 15 $\frac{1}{2}$	1 2 5 $\frac{1}{2}$	"	- 3 1	
Shackles, Iron Rigging - - -	6 No.	1 6 1	doz.	- 13 -	
Saw Blades, Hack - - -	2 "	- - 4	each	- - 8	
Sieves, Iron - - -	3 "	- 1 11 $\frac{1}{2}$	"	- 5 10	
Soda - - -	12 lbs.	- - 1 $\frac{1}{2}$	lb.	- 1 5	
Screws, Iron, Coach - - -	2 "	- - 2 $\frac{3}{4}$	"	- - 7	
Steel, Shear - - -	cwt. 2 3 19 $\frac{1}{2}$	2 2 2	cwt.	6 3 3	
Ditto, Blister - - -	" 2 0 21	1 11 - $\frac{1}{4}$	"	2 7 10	
Ditto, Cast - - -	" 45 3 14 $\frac{3}{4}$	1 15 6	"	81 7 9	
Ditto, Spring - - -	" 0 1 18 $\frac{1}{2}$	1 13 11 $\frac{1}{2}$	"	- 9 11	
Screws and Burners, Brass - - -	14 No.	- 3 10 $\frac{1}{2}$	doz.	- 4 6	
Soft Soap - - -	10 lbs.	- - 2 $\frac{3}{4}$	lb.	- 2 3	
Steel, Cast - - -	cwt. 11 1 17 $\frac{1}{2}$	1 19 11 $\frac{1}{4}$	cwt.	22 15 10	
Snuffers, Iron - - -	1 pair	- - 5	pair	- - 5	
Steel, Cast - - -	cwt. 1 13 18	2 2 2	cwt.	4 - 5	
Carried forward - - -	£.			1,655 1 11	

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—cont'd.

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	1,655 1 11	
<i>Stores issued to Workmen on Loan, and Repairing the same—cont'd.</i>					
Screws, Iron - - - - 1½ in. -	18 No.	- 1 9	gross	- - 2	
Syringe, Brass - - - - -	1 "	- 4 8	each	- 4 8	
Solder, Tinman's - - - - -	4 lbs.	- - 8½	lb.	- 2 11	
Saw Frame, Hack - - - - -	1 No.	- 6 3	each	- 6 3	
Ditto - Tenon - - - - -	2 "	- 5 3	"	- 10 6	
Squares, Iron - - - - -	2 "	- 1 - ¾	"	- 2 1	
Thimbles, " - - - - -	22 "	- 2 5½	dozen	- 4 5	
Twine, Seine - - - - -	3 lbs.	- 1 7	lb.	- 4 9	
Thimbles, Iron - - - - -	44 No.	- 1 4	dozen	- 4 10	
Ditto, ditto - - - - -	26 "	- 1 10½	"	- 4 -	
Twine, Seine - - - - -	1 lb.	- - 10	lb.	- - 10	
Tool, Planing, Cast Steel -	1 No.	- - 11	each	- - 11	
Tap borer - - - - -	1 "	- 1 11	"	- 1 11	
Thimbles, Iron - - - - -	12 "	- 3 3	dozen	- 3 3	
Treenails, Oak - - - - - 36 in.	3 "	27 - -	1,000	- 1 7	
Ditto, ditto - - - - - 24 in.	3 "	10 10 -	"	- - 7	
Turnscrews - - - - -	1 "	- 2 6	each	- 2 6	
Ditto - - - - -	1 "	- 1 10	"	- 1 10	
Vices, Standing - - - - - 15 No.	cwt. 11 3 25½	- - 4½	lb.	23 14 11	
Ditto, Hand - - - - -	2 No.	- 4 10½	each	- 9 9	
Whiting - - - - -	cwt. 1 0 0	- 1 4½	cwt.	- 1 4	
Wire, Iron - - - - -	" 0 0 17	- - 1¾	lb.	- 2 5	
Windsail - - - - - 10 No.	555 yards	- 1 - ½	yard	28 18 1	
Wire, Brass - - - - -	1 lb.	- - 8	lb.	- - 8	
Ditto, Steel - - - - -	¾ "	- - 5½	"	- - 4	
Zinc, Sheet - - - - -	cwt. 0 1 25	1 12 6	cwt.	- 15 4	
Wrenches, Iron, for Tap - - 2 No.	" 0 2 14	- - 8½	lb.	2 9 7	
Iron, Old, Wrought - - - - -	" 2 0 0	4 3 -	ton	- 8 3	
Irons, Soldering - - - - - 6 No.	" 0 0 20	- - 4½	lb.	- 7 1	
General Expenditure, Smiths -	- - -	- - -	- - -	1 8 6	
RETURNS:					1,716 16 2
Copper, Old - - - - -	cwt. 0 0 22	- - 8½	lb.	- 15 8	
Canvas, Old, Painted - - - -	" 19 2 5	- 6 -	cwt.	5 17 -	
Forging, Steel, Cast - - - - -	" 0 0 11½	- - 11	lb.	- 10 4	
Iron, Old Wrought - - - - -	" 337 2 19	4 3 -	ton	70 - 7	
Ditto - Cast - - - - -	" 0 0 18	2 10 -	"	- - 5	
Shivers, Lignum Vitæ - - - -	" 0 1 4	- - 7½	lb.	- 19 4	
Metal, Old - - - - -	" 0 0 18	- - 6	"	- 9 -	
Paperstuff - - - - -	" 12 2 21	- 13 6	cwt.	8 11 3	
Steel, Old - - - - -	" 32 2 24	- 11 -	"	17 18 6	
Ditto, Cast - - - - -	" 13 1 9	1 15 6	"	23 13 2	
Ditto, ditto - - - - -	" 1 3 18	1 19 11½	"	3 16 3	
Ditto, Blister - - - - -	" - 2 17	1 11 - ¾	"	1 - 3	
Punches, Cast Steel - - - - -	40 No.	- 1 4½	each	2 15 10	
Bears, Iron, for Punching - -	10 "	4 13 4	"	46 13 4	
Bars, Crow - - - - - 20 No.	cwt. 8 0 2	- - 2½	lb.	8 8 4	
Bolts and Nuts, Iron - - - - -	" 1 3 19	1 7 5½	cwt.	2 12 9	
Blocks, Double, Common Thick - 12 in.	2 No.	- 4 11	each	- 9 10	
Ditto - ditto - ditto - - 11 "	1 "	- 3 8	"	- 3 8	
Ditto - ditto - ditto - - 10 "	2 "	- 2 11	"	- 5 10	
Ditto - ditto - ditto - - 9 "	1 "	- 2 -	"	- 2 -	
Ditto, Single, - ditto - - 11 "	3 "	- 2 1	"	- 6 3	
Ditto - ditto - ditto - - 10 "	2 "	- 1 7	"	- 3 2	
Ditto - ditto - ditto - - 9 "	1 "	- 1 2	"	- 1 2	
Ditto - ditto - ditto - - 8 "	1 "	- - 11	"	- - 11	
Dies for making Bolts - - - -	cwt. 3 1 20	- - 3¾	lb.	6 - -	
Ditto - ditto - Cast Steel - - 25 "	" 8 0 0	- 14 -	cwt.	5 12 -	
Dollies, Iron - - - - - 14 "	" 1 3 2	- - 3¾	lb.	3 1 10	
Dogs, Iron - - - - - 20 "	" 9 0 14	- - 3¾	"	15 19 4	
Fullers, Iron - - - - - 97 "	" 5 2 14	- - 3¾	"	9 16 10	
Flatteners, Iron - - - - - 34 "	" 1 2 12	- - 3¾	"	2 16 3	
Hammers, Sledge - - - - - 71 "	" 9 1 9	- - 3½	"	15 4 9	
Ditto - ditto - - - - - 78 "	" 7 3 14	- - 3¾	"	11 18 10	
Ditto, Cast Steel - - - - - 9 "	" 0 2 14	- - 11	"	3 4 2	
Ditto, Wrought Iron, for Holders-up 3 "	" 1 1 0	- - 3½	"	2 - 10	
Ditto, Cast Iron - - - - - 9 "	" 2 2 24	- - 1¾	"	2 4 4	
Carried forward - - - £.				273 14 -	1,716 16 2

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—cont^d.

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - - -	- - - -	- - - -	- - - -	273 14 -	1,716 16 2
Stores Issued to Workmen on Loan, and Repairing the same—cont ^d .					
Hammers, Riveting, Cast Steel - - - -	19 No.	- 1 9	each	1 13 3	
Ditto - Hand - - - - 89	cwt. 1 3 0	- - 5	lb.	4 - 1 8	
Pins, Iron, Block - - - - -	" 0 0 2½	- - 3¾	"	- - 9	
Hammers, Set - - - - -	3 No.	- 1 -¾	each	1 11 10	
Hooks, Tackle, Iron - - - - -	28 "	- 7 4	doz.	- 17 1	
Chisels, Cast Steel - - - - -	200 "	- 1 -¾	each	10 12 6	
Iron, New Bolt - - - - ¾ inch	cwt. 3 0 0	- 8 5¼	cwt.	1 6 7	
Lignum Vita, decayed - - - - -	" 0 1 16	- 1 5	"	- - 6	
Rhymer's Cast Steel - - - - -	40 No.	- 2 5½	each	4 18 4	
Snaps - ditto - - - - 52 in.	cwt. 3 0 2	- - 11	lb.	15 9 10	
Sets - - ditto - Cold - - - - 57 "	" 1 0 15	- - 11	"	- 5 16 5	
Ditto, Wrought Iron, Hot - - - - 10 "	" 0 1 4	- - 3¾	"	- 10 -	
Spanners - - - - - 108 "	" 9 1 2	- - 8½	"	36 15 3	
Squeezing Irons - - - - 6 "	" 6 0 0	- - 2¼	"	- 6 6 -	
Thimbles, Iron, Common - - - - -	12 No.	- 2 5	dozen	- 2 5	
Tools, Hand, for making Bolts and Rivets - - - - - } 30 No.	cwt. 4 1 6	- - 3¾	lb.	7 10 7	
Tongs, Iron - - - - -	244 pairs	- 1 4¾	pair	17 - 7	
Tools, Top - - - - -	60 No.	- 1 4¾	each	4 3 9	
Ditto, Bottom - - - - -	44 "	- 1 -¾	"	2 6 9	
Washers, Iron, Engineer's - - - - 64 No.	cwt. 1 0 12	1 2 3½	cwt.	1 4 8	
					396 2 9
				£.	1,320 13 5
Expense of Workmanship:					
	Days.	Extra Hours.			
Angle Iron, Smiths - - - - -	25	-	- 6 10½	day of 12½ hours.	8 11 10
Boys - - - - -	103	-	- 2 6	"	12 17 6
Ditto - - - - -	26	-	- 2 2¼	"	2 17 -
Ditto - - - - -	97½	-	- 1 8	"	8 2 6
Chippers - - - - -	36½	-	- 6 10½	"	12 12 7
Ditto - - - - -	69½	-	- 6 3	"	21 13 1
Ditto - - - - -	27¾	-	- 5 -	"	6 18 9
Hammermen - - - - -	609	-	- 5 -	"	152 5 -
Holders-up - - - - -	32¾	-	- 5 -	"	8 3 9
Labourers - - - - -	22	-	- 3 9	"	4 2 6
Ditto - - - - -	387½	-	- 3 1½	"	60 11 4
Machinemen - - - - -	5	-	- 7 6	"	1 17 6
Ditto - - - - -	2	-	- 6 10½	"	- 13 9
Riveters - - - - -	34½	-	- 6 10½	"	11 15 6
Ditto - - - - -	18	-	- 6 3	"	5 12 6
Smiths - - - - -	693½	-	- 6 3	"	216 14 6
Ditto - - - - -	197¼	-	- 6 -½	day of 10 hours.	59 11 10
Angle Iron, Smiths - - - - -	20½	-	- 5 6	"	5 12 9
Boys - - - - -	116½	27 6 ½	- 2 -	"	11 19 10
Ditto - - - - -	154½	24 9 ½	- 1 9	"	13 15 10
Ditto - - - - -	112	-	- 1 6	"	8 8 -
Ditto - - - - -	174½	16 3 ½	- 1 4	"	11 15 6
Chippers - - - - -	44	23 9 ½	- 5 6	"	12 16 11
Ditto - - - - -	179½	9 6 ½	- 5 -	"	45 3 1
Ditto - - - - -	16	7 1 ½	- 4 -	"	3 7 4
Hammermen - - - - -	1,106½	107 3 ½	- 4 -	"	223 13 6
Holders-up - - - - -	83	21 9 ½	- 4 -	"	17 1 10
Labourers - - - - -	223½	-	- 3 -	"	33 9 9
Ditto - - - - -	869½	78 3 ½	- 2 6	"	109 16 2
Riveters - - - - -	41½	13 3 ½	- 5 6	"	11 16 6
Ditto - - - - -	12	4 3 ½	- 5 -	"	3 2 6
Ditto - - - - -	17	8 6 ½	- 4 6	"	4 - 10
Smiths - - - - -	1,186½	132	- 5 -	"	300 8 11
Ditto - - - - -	344	63 3 ½	- 4 10	"	84 17 6
Ditto, Apprentices - - - - -	12	-	- 1 2 -	"	1 4 -
Machinemen - - - - -	8	-	- 5 6	"	2 4 -
Carried forward - - - - £.				1,499 16 2	1,320 13 5

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material or Workmanship Performed.		Quantity.	Rate.		Per	Amount.	TOTAL.
			£.	s.	d.	£. s. d.	£. s. d.
Brought forward - - -		- - -	-	-	-	1,499 16 2	1,320 13 5
<i>Stores Issued to Workmen on Loan, and Repairing the same—contd.</i>							
Expense of Workmanship— <i>continued.</i>		Days.	Extra Hours.				
Dockyard Men.	Enginekeepers - - - - -	3	-	4	-	day of 10 hours.	- 12 -
	Labourers - - - - -	-	566	$\frac{8}{12}$	- 2 4	ordinary time.	8 6 2
	Shipwrights, Single Stationed - - -	-	606	$\frac{7}{12}$	- 5 -	"	19 10 11
	Ditto - - - - -	108	$\frac{1}{2}$	-	- 4 6	"	25 15 3
	Smiths, Double Firemen - - - - -	7	-	-	- 5 6	day of 10 hours.	1 18 6
	Ditto, Single, ditto - - - - -	11	$\frac{1}{2}$	-	- 4 10	"	2 15 7
	Ditto, Hammermen - - - - -	4	$\frac{1}{2}$	-	- 4 4	"	- 19 6
	Ditto, ditto - - - - -	20	-	-	- 3 9	"	3 15 1
	Wheelwrights - - - - -	96	-	-	- 3 10	ordinary time.	18 4 3
	Millwrights, Smiths - - - - -	9	-	-	- 5 2	day of 10 hours.	2 6 6
	General Expenditure, Plumbers - - -	-	-	-	-	-	- 1 6
	Ditto - - - Smiths - - - - -	-	-	-	-	-	1 6 8
	Ditto - - - Wheelwrights - - - - -	-	-	-	-	-	- 3 2
							1,585 11 3
						£.	2,906 4 8
<i>Blocks, Brows, &c., for the Use of the Ship while Building in Dock:</i>							
Coaks, Wood - - - - -	3 $\frac{1}{2}$ in.	12 No.	-	-	3	each	- 3 -
Deals, Spruce, Rough - - - - -	1 $\frac{1}{2}$ "	60 ft. run	-	17	-	100 feet	- 10 2
Fir, Pitch Pine Plank - - - - -	2 "	25 ft. super.	-	-	5	foot	- 10 5
Nails, Iron Roseheads - - - - -	3 $\frac{1}{2}$ "	cwt. 0 0 16	-	15	10 $\frac{1}{2}$	cwt.	- 2 2
Ditto - ditto - - - - -	3 "	" 0 1 6	-	13	8 $\frac{3}{4}$	"	- 4 1
Ditto - Clasp - - - - -	1 $\frac{1}{2}$ "	" 0 0 4	1	13	1	"	- 1 1
Ditto - Rosehead - - - - -	2 "	" 0 0 4	1	12	3 $\frac{3}{4}$	"	- 1 1
Ditto - ditto - - - - -	4 "	" 0 3 24	-	14	9	"	- 14 -
Ditto - ditto - - - - -	5 "	" 0 0 20	-	14	9	"	- 2 6
Ditto - ditto - - - - -	2 $\frac{1}{2}$ "	" 0 0 10	-	18	2	"	- 1 7
Ditto - ditto - - - - -	1 $\frac{1}{2}$ "	" 0 0 2	1	14	- $\frac{1}{2}$	"	- - 7
English Oak, Board - - - - -	1 $\frac{1}{2}$ "	61 ft. super.	-	1	1	foot	3 6 1
Spars, Barling, Norway - - - - -	-	4 No.	-	4	10	each	- 19 4
Screws, Iron - - - - -	1 $\frac{1}{2}$ in.	24 "	-	1	9	gross	- - 3
Teak Timber, Contract - - - - -	-	12 ft. cube	9	11	-	load	2 5 10
Ditto, Board - - - - -	1 $\frac{1}{2}$ in.	253 ft. super.	-	-	10	foot	10 10 10
Nails, Iron, Scupper] - - - - -	1 "	2 lbs.	1	9	3	cwt.	- - 6
General Expenditure, Joiners - - -	-	-	-	-	-	-	- - 4
Expense of Workmanship:							19 13 10
Shipwrights - - - - -	13 days	-	5	2	-	day of 10 hours.	3 7 2
Labourers - - - - -	31 "	-	3	-	-	"	4 13 -
Joiners - - - - -	16 "	-	4	4	-	"	3 9 4
General Expenditure, Joiners - - -	-	-	-	-	-	"	- 3 -
							11 12 6
						£.	31 6 4
<i>Moveable Plant of the Establishment:</i>							
Bolts and Nuts, Iron - - - - -	1 lb.	1 17 8 $\frac{3}{4}$	-	-	-	cwt.	- - 4
Bristles, Hogs - - - - -	$\frac{1}{2}$ oz.	- - 11	-	-	-	oz.	- - 5
Dantzic Fir, Plank - - - - -	4 in.	10 ft. super.	-	-	9	foot	- 7 6
Elm, English - - - - -	4 "	8 "	-	1	2	"	- 9 4
Forges, Camp, Gossage's - - - - -	24 No.	9 17 6	-	-	-	each	237 - -
Ditto, Portable, Circular, with single bellows, 20 in. - - -	1 "	5 - -	-	-	-	"	5 - -
Ditto ditto ditto ditto 22 in. - - -	1 "	5 15 -	-	-	-	"	5 15 -
Hemp, Shoemaker's - - - - -	1 $\frac{1}{2}$ lbs.	- - 11 $\frac{1}{2}$	-	-	-	lb.	- 1 5
Iron, Plate - - - - -	$\frac{1}{16}$ in.	cwt. 0 1 22	-	10	1 $\frac{1}{2}$	cwt.	- 4 6
Ditto, New Bar, of Sorts - - - - -	" 1 0 5	9 11 -	-	-	-	ton	- 9 11
Carried forward - - -						£.	249 8 5

Appendix, No. 1.—DETAILED ACCOUNT of the Charges incurred in Chatham Dockyard, in building H.M.S. "Achilles"—*contd.*

Description of Material, or Workmanship Performed.	Quantity.	Rate.	Per	Amount.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
Brought forward - - -	- - -	- - -	- - -	249 8 5	
<i>Moveable Plant of the Establishment—continued.</i>					
Leather, Old - - - - -	cwt. 0 0 6	1 13 -	cwt.	- 1 9	
Ditto, Hide Bellows - - - -	" 0 0 27 $\frac{1}{2}$	- 1 10 $\frac{1}{2}$	lb.	2 11 7	
Nails, Iron, Scupper - - - 1 in. - - -	" 0 0 6	1 9 3	cwt.	- 1 7	
Ditto - Tacks - - - $\frac{5}{8}$ " - - -	" 0 0 9	- - 7 $\frac{3}{4}$	lb.	- 5 9	
Ditto - Clout - - - 1 $\frac{1}{2}$ " - - -	" 0 0 2	1 1 7	cwt.	- - 4	
Ditto - Tacks - - - $\frac{3}{4}$ " - - -	" 0 0 5	- - 10 $\frac{1}{4}$	lb.	- 4 3	
Ditto - Scupper - - - $\frac{3}{4}$ " - - -	" 0 0 11	2 8 2 $\frac{1}{2}$	cwt.	- 4 9	
Oak Timber, White, Pasture - - -	16 ft. cube.	- 7 8	foot	6 2 8	
Plates, Tin, Single - - - - -	18 No.	- 1 7 $\frac{3}{4}$	doz.	- 2 6	
Ditto - Double - - - - -	36 "	- 3 5	"	- 10 3	
Paint, White, Mixed - - - - -	cwt. 0 2 0	1 6 6	cwt.	- 13 4	
Rivets, Iron - - - - -	" 0 0 8	1 8 10 $\frac{1}{2}$	"	- 2 -	
Ditto - - - - -	" 0 0 4	1 1 3	"	- - 9	
Solder, Tinman's - - - - -	" 0 0 6	- - 6 $\frac{1}{2}$	lb.	- 3 3	
Screws, Iron - - - 1 in. - - -	48 No.	- - 11	gross	- - 4	
Ditto - - - 1 $\frac{1}{4}$ " - - -	120 "	- 1 3 $\frac{3}{4}$	"	- 1 -	
Ditto - - - 2 " - - -	24 "	- 2 7 $\frac{1}{2}$	"	- - 5	
Ditto - - - 1 $\frac{1}{2}$ " - - -	48 "	- 1 9	"	- - 7	
Solder, Tinman's - - - - -	4 lbs.	- - 8 $\frac{3}{4}$	lb.	- 2 11	
Spiles, Wood - - - - -	6 "	- - 11 $\frac{1}{2}$	"	- 5 9	
Tubes, Iron, for Boilers - - - -	300 ft.	- 1 8	foot	25 - -	
Ditto - ditto - - - - -	660 "	- - 11	"	30 5 -	
Tire, Iron - - - - -	18 No.	- 3 -	each	2 14 -	
Twine, Fine - - - - -	1 lb.	- 1 7 $\frac{1}{4}$	lb.	- 1 7	
Wire, Brass - - - - -	2 "	- - 7 $\frac{1}{2}$	"	- 1 3	
					319 6 -
Expense of Workmanship :					
Hammermen - - - - -	18 days	- 5 -	day of	4 10 -	
Labourers - - - - -	3 "	- 2 6	12 $\frac{1}{2}$ hours.	- 7 6	
Machinemmen - - - - -	8 "	- 5 6	day of	2 4 -	
Hammermen - - - - -	3 $\frac{9}{12}$ hours	- 4 -	10 hours.	- 1 9	
					7 3 3
					£.
					326 9 3
<i>Fixed Plant of the Establishment :</i>					
Blocks, Single, Thick - - - 5 in. - - -	18 No.	- - 11 $\frac{1}{4}$	each	- 17 7	
Ditto - ditto - - - 6 " - - -	1 "	- 1 4	"	- 1 4	
Ditto, Double, ditto - - - 6 " - - -	1 "	- 2 7	"	- 2 7	
Cordage, Hawserlaid, 3 strand - - - 3 " - - -	cwt. 0 1 6	2 10 10	cwt.	- 15 5	
Fire, Dantzic, Timber - - - - -	172 ft. cube	3 7 -	load	11 10 5	
Ditto Thickstuff - - - 5 in. - - -	78 "	- 2 3	foot	8 15 6	
Iron, New, Bar of Sorts above $\frac{1}{2}$ " - - -	cwt. 24 0 21	- 7 7	cwt.	9 3 4	
Nails, Iron, Countersunk - - - 4 $\frac{1}{2}$ " - - -	" 0 0 10	1 - 5 $\frac{1}{4}$	"	- 1 10	
Ditto - Roseheads - - - 4 $\frac{1}{2}$ " - - -	" 0 0 14	- 14 9	"	- 1 10	
Ditto - ditto - - - 5 " - - -	" 0 1 14	- 14 9	"	- 5 6	
Screws, Iron, Coach - - - - -	" 0 0 6 $\frac{1}{2}$	- - 3 $\frac{1}{2}$	lb.	- 1 11	
					31 17 3
Expense of Workmanship :					
Hammermen - - - - -	Days. Extra Hours.	- 4 -	day of	- 17 3	
Labourers - - - - -	12 -	- 3 -	10 hours.	1 16 -	
Ditto - - - - -	4 3 $\frac{6}{12}$	- 2 6	"	- 11 -	
Shipwrights - - - - -	56 -	- 5 2	"	14 9 4	
Smiths - - - - -	4 3 $\frac{6}{12}$	- 5 -	"	1 2 1	
Ditto - - - - -	2 -	- 4 10	"	- 9 8	
					19 5 4
					£.
					51 2 7

Appendix, No. 2.

STATEMENT showing the Cost per Ton for MATERIAL and LABOUR for the HULLS of SHIPS built at Her Majesty's Dockyards, and Launched during the Year 1863-64.

NAME OF SHIP.	No. of Guns.	Tonnage.	Horse Power.	Where Built.	When Laid Down.	When Launched.	Total Expense at Dockyard up to Launch.	Rate per Ton.	REMARKS.
							£.	£. s. d.	
Alberta - - -	-	391	160	Pembroke -	2 Feb. 1863	3 Oct. 1863	9,707	24 16 6	The rate per ton does not include any incidental expenses except for 1861-62 and 1862-63; and if a corresponding charge be added for previous years, the rates for the Psyche and Wolverine will be increased by the sums shown in <i>Italics</i> .
Psyche - - -	2	835	250	Pembroke -	8 Jan. 1861	29 Mar. 1862	21,679	{ 25 12 6 - 6 8	
Salamis - - -	-	835	250	Chatham -	10 Aug. 1861	19 May 1863	24,863	29 15 4	
Wolverene - -	21	1,703	400	Woolwich -	14 April 1859	29 Aug. 1863	54,945	{ 29 17 9 2 7 6	

Appendix, No. 3.

STATEMENT showing the Value of NAVAL STORES sent from the HOME YARDS to the following FOREIGN YARDS and STATIONS in the Financial Year 1863-64, from which no Returns of Expenditure on Ships are received.

	£.
Ascension - - - - -	9,934
Valparaiso - - - - -	10,880
Rio Janeiro - - - - -	6,162
Sierra Leone - - - - -	25
Sydney - - - - -	2,220
Vancouver's Island - - - - -	3,008
Quebec - - - - -	1,520
Shanghae - - - - -	43
Singapore - - - - -	205
Port Albany - - - - -	57
Miscellaneous - - - - -	15
TOTAL - - - - -	£. 34,069

Appendix, No. 4.

STATEMENT showing the AMOUNTS brought to Account, between 1 April 1863 and 31 March 1864, for the SALE of HER MAJESTY'S SHIPS and VESSELS.

SHIP.	Gross Amount Received.	Repaid to Purchasers for Old Copper and Mixed Metal returned.	Net Receipt.	
			Excess of Repayments shown in <i>Italics</i> .	
	£. s. d.	£. s. d.	£. s. d.	
Akbar *	- - -	414 - 5	<i>414</i> - 5	
Amazon -	1,820 - -	603 19 5	1,216 - 7	
Amphion -	6,600 - -	- - -	6,600 - -	
Andromeda -	4,500 - -	- - -	4,500 - -	
Ann (Lighter) -	161 - -	- - -	161 - -	
Armada -	2,600 - -	2,438 7 6	161 12 6	
Avon * -	- - -	32 14 1	<i>32 14 1</i>	
Beagle -	5,500 - -	- - -	5,500 - -	
Cadmus (Watch Vessel) -	500 - -	- - -	500 - -	
Chance (Coast Guard Cruiser) -	70 - -	- - -	70 - -	
Conflict -	1,555 - -	1,641 7 9	<i>86 7 9</i>	
Crane * -	- - -	58 10 1	<i>58 10 1</i>	
Deptford (Lighter) -	10 15 -	- - -	10 15 -	
Druid (Lazaretto Ship) -	2,087 - -	1,826 9 6	260 10 6	
Electra * -	- - -	953 1 9	<i>953 1 9</i>	
Gulnare -	76 13 -	- - -	76 13 -	
Hecla -	2,550 - -	282 15 9	2,267 4 3	
Inconstant * -	- - -	43 1 8	<i>43 1 8</i>	
Lancaster -	3,025 - -	- - -	3,025 - -	
Lively * -	- - -	929 15 7	<i>929 15 7</i>	
Lynx * -	- - -	77 1 4	<i>77 1 4</i>	
Merlin -	3,000 - -	103 7 5	2,896 12 7	
Mosquito -	8,402 - -	- - -	8,402 - -	
Niobe -	10,520 - -	- - -	10,520 - -	
Partridge (Watch Vessel) -	400 - -	- - -	400 - -	
Petrel * -	- - -	22 12 1	<i>22 12 1</i>	
Phoenix and Cyclops -	8,000 - -	1,008 7 4	6,991 12 8	
Portland * -	- - -	243 8 7	<i>243 8 7</i>	
Prometheus * -	- - -	526 9 9	<i>526 9 9</i>	
Rainbow * -	- - -	411 7 -	<i>411 7 -</i>	
Rover -	8,265 - -	- - -	8,265 - -	
Spark (Schooner) -	71 9 2	- - -	71 9 2	
Swallow * -	- - -	188 19 8	<i>188 19 8</i>	
Victor -	9,375 - -	- - -	9,375 - -	
Viper * -	- - -	78 14 8	<i>78 14 8</i>	
Vixen * -	- - -	838 1 2	<i>838 1 2</i>	
Vulture -	4,010 - -	923 8 10	3,086 11 2	
Wellington (Cutter) -	120 - -	- - -	120 - -	
£.	83,218 17 2	13,646 1 4	74,477 1 5	
Abate excess for copper and mixed metal returned - -			4,904 5 7	
TOTAL - - - £.			69,572 15 10	

The Amount realised by the sale of these Vessels has been brought to account in previous years.

NAVY (SHIPS).

ANNUAL ACCOUNT of EXPENSES incurred
on HER MAJESTY'S SHIPS Building, Converting,
Repairing, Fitting, &c., during the Financial
Year 1863-64; together with a Report thereon
from the Accountant General of the Navy,
dated 22 July 1864.

(*Mr. Childers.*)

*Ordered, by The House of Commons, to be Printed,
22 July 1864.*

[*Price 1 s. 2 d.*]

514.

Under 16 oz.

IRON-PLATED SHIPS AND BATTERIES.

RETURN to an Order of the Honourable The House of Commons,
dated 18 March 1864;—*for,*

A RETURN "of IRON-PLATED SHIPS and BATTERIES, Built or Building, in
Tabular Form, as follows:—

Names.
Number of Guns.
Tonnage.
Load Displacement.
Horse Power.
Draught of Water Aft.
Draught of Water Forward.
Length between Perpendiculars.
Length of Keel for Tonnage.
Breadth Extreme, and Breadth for Tonnage.
Date when Launched, or Probable Time for Launching.
Hull, whether of Wood or Iron.
Whether wholly Armour-clad, or partially.
If built on Captain Coles' Cupola Plan, or on Mr. Reed's Plan.
Total Cost of Hull and Engines of Vessels now complete.
Also, Estimated Cost of Hull and Engines of Vessels building in Her Majesty's Dockyards.

Admiralty, }
2 May 1864. }

C. H. PENNELL,
Chief Clerk.

(*Mr. Laird.*)

Ordered, by The House of Commons, to be Printed,
3 May 1864.

RETURN OF THE ARMOUR-PLATED SHIPS

NAME.	No. of Guns.	Tonnage.	Load Displace- ment in Tons.	Horse Power.	Draught of Water		Length		Breadth,		Date when Launched, or Probable Time for Launching.	Hull, whether of Wood or Iron.	
					Forward.	Aft.	Between Per- pendicular.	Of Keel for Tonnage.	Extreme.	For Tonnage.			
AFLOAT:					<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>			
Black Prince	-	41	6,109	9,250	1,250	26 3	27 3	380 2	337 7½	58 4	58 4	27 Feb. 1861	Iron
Warrior	-	40	6,109	9,020	1,250	25 10	26 9	380 2	337 7½	58 4	58 4	29 Dec. 1860	ditto
Defence	-	18	3,720	6,000	600	24 4	25 6	280 0	238 5½	54 2	54 2	24 Apr. 1861	ditto
Resistance	-	18	3,710	5,979	600	23 6½	26 2	280 0	238 6½	54 1	54 1	11 Apr. -	ditto
Hector	-	24	4,089	6,409	800	24 0	25 7	280 2	241 6½	56 5	56 5	26 Sept. 1862	ditto
Valiant	-	34	4,063	6,364	800	24 2	25 2	280 0	241 4½	56 3	56 3	14 Oct. 1863	ditto
Achilles	-	20	6,121	9,278	1,250	25 6	26 6	380 0	338 9	58 3½	58 3½	24 Dec. -	ditto
Minotaur	-	26	6,621	10,141	1,350	25 8	26 8	400 0	354 0½	59 3½	59 3½	12 Dec. -	ditto
Royal Oak	-	35	4,056	6,400	800	23 10	25 5	273 0	232 8½	58 6	57 3	10 Sept. 1862	Wood
Prince Consort	-	35	4,045	6,600	1,000	23 6	26 9	273 1	232 8½	58 5	57 2	26 June -	ditto
Caledonia	-	35	4,125	6,886	1,000	25 2	26 7	273 0	231 3½	59 2	57 11	24 Oct. -	ditto
Ocean	-	35	4,047	6,886	1,000	25 2	26 7	273 1	232 9½	58 5	57 2	19 Mar. 1863	ditto
Zealous	-	20	3,716	6,027	800	24 6	26 0	252 0	213 9½	58 7	57 2	7 Mar. 1864	ditto
Research	-	4	1,253	1,780	200	12 9	15 3	195 0	168 3½	38 6	37 5	15 Aug. 1863	ditto
Enterprise	-	4	993	1,409	160	13 3	15 6	180 0	152 11½	36 0½	34 11½	9 Feb. 1864	ditto
Royal Sovereign (converted).	5	3,765	4,910	800	22 0	23 9	240 7	201 11½	{ 62 2 including teak back- ing and ar- mour plates }		59 2½	{ Undocked 8 Mar. 1864 }	ditto
BUILDING:													
Agincourt	-	26	6,621	10,141	1,350	25 8	26 8	400 0	354 0½	59 3½	59 3½	-	Iron
Northumberland	-	26	6,621	10,141	1,350	25 8	26 8	400 0	354 0½	59 3½	59 3½	- Apr. 1865	ditto
Bellerophon	-	14	4,246	7,073	1,000	21 0	26 0	300 0	254 6½	56 0	56 0	- Mar. 1865	ditto
Prince Albert	-	4	2,529	4,032	500	20 0	20 0	240 0	206 4½	48 0	-	23 May 1864	ditto
Royal Alfred	-	35	4,045	6,886	800	25 2	26 7	273 0	232 8½	58 5	57 2	- Oct. -	Wood
Lord Clyde	-	24	4,067	7,675	1,000	24 0	26 6	280 0	233 11½	58 9	57 2	- Mar. 1865	ditto
Lord Warden	-	24	4,067	7,675	1,000	24 0	26 6	280 0	233 11½	58 9	57 2	- Mar. -	ditto
Pallas	-	6	2,372	3,618	600	18 0	24 0	225 0	187 8	50 0	48 9	- Dec. 1864	ditto
Favorite	-	10	2,186	3,016	400	18 11	21 11	225 0	194 2½	46 9	46 0	- May -	ditto
Viper	-	4	737	1,072	160	9 6	10 6	160 0	135 4½	32 0	32 0	{ - Mar. 1865 to be deliver- ed complete }	Iron
Vixen	-	4	754	1,072	160	9 9	10 9	160 0	134 10¼	32 5	32 5	{ - Mar. 1865 to be deliver- ed complete }	Wood & iron
FLOATING BATTERIES:													
AFLOAT:													
Erebus	-	16	1,954	1,825	200	8 9	8 9	186 8½	156 2	48 6	48 6	19 Apr. 1856	Iron
Terror	-	16	1,971	1,844	200	8 9	8 11	186 3	157 1½	48 8	48 6½	26 Apr. -	ditto
Thunderbolt	-	16	1,973	1,825	200	8 9	8 9	186 11	157 10	48 5½	-	22 Apr. -	ditto
Etna	-	16	1,588	1,823	200	9 0	9 0	186 0	157 9½	43 11	43 6	5 Apr. -	Wood
Glatton	-	14	1,535	1,693	150	8 6	9 0	172 8	144 4½	45 2½	44 8½	18 Apr. 1855	ditto
Thunder	-	14	1,469	1,672	150	8 7	9 3	172 6	146 0	43 11	43 5	17 Apr. -	ditto
Trusty	-	14	1,539	1,676	150	8 8½	8 7½	173 6½	145 3½	45 1½	44 7½	3 May -	ditto

N.B.—The Estimates are made for materials and labour only, exclusive of incidental expenses charged *pro rata*, and, unless otherwise stated, are for ships designed more lately, the experience gained in fitting armour-clad ships has enabled an estimate to be made; accordingly the estimates marked expenses are added to the cost of labour and materials, and the total charge is shown in accordance with the headings "Hull" and "Engines," the cost

AND BATTERIES BUILT AND BUILDING.

Whether wholly Armour-clad or Partially.	If Built on Captain Coles' Cupola Plan or on Mr. Reed's Plan.	First Cost of Vessels now Complete, including Fittings.			Estimated First Cost of Vessels Building in Her Majesty's Dockyards.			REMARKS.
		Hull, including Fittings.	Engines, including Fittings.	TOTAL.	Hull, exclusive of Fittings.	Engines, exclusive of Fittings.	TOTAL.	
		£.	£.	£.	£.	£.	£.	
Partially	No	288,911	74,902	363,813	Built in a private yard			Including 1,250 l. paid, on 30th March 1864, to Messrs. Penn & Sons, for fixing the engines. The difference between the amount shown in this Account and those in the Parliamentary Papers (No. 68 of the Session 1862, and No. 190 of the Session 1863), is caused by the addition of incidental charges on expenses incurred in the dockyards which had not at that time been included therein, as the principle of making such charges had not then been carried out.
ditto	No	286,285	74,710	360,995	ditto			
ditto	No	206,783	33,935	240,718	ditto			
ditto	No	213,889	33,783	247,672	ditto			
ditto	No	240,965	45,753	286,718	ditto.			The estimate was for a hull like "Warrior's;" it has since been completely armour-plated up to the maindeck.
ditto	No	-	Not complete	-	ditto.			
ditto	No	-	ditto	-	250,000	71,875	321,875	
ditto	No	-	ditto	-	Built in a private yard.			
Wholly	No	214,316	45,342	259,658	150,000	56,000	206,000	It was intended to give this ship engines of 1,000 horse-power, but engines already provided of 800 horse-power were afterwards applied, at a cost of 45,342 l. The estimated cost of the hull includes 13,156 l. expended before conversion.
ditto	No	{ 196,362 52,702 249,064 } So far as the accounts at present show			150,000	56,000	206,000	
ditto	No	- - Not complete -			150,000	56,000	206,000	
ditto	No	- - ditto -			150,000	56,000	206,000	
Partially	No	-	ditto	-	127,500	44,000	171,500	The total includes 14,390 l. expended on the hull before conversion. The total includes 23,390 l. expended on the hull before conversion. The total includes 4,241 l. expended on the hull before conversion.
ditto	Mr. Reed's	{ 63,890 8,863 72,753 } So far as the accounts at present show			56,250	9,350	65,600	
ditto	ditto	{ 54,651 8,532 63,183 } So far as the accounts at present show			44,000	8,400	52,400	
Wholly	Captain Coles'	-	Not complete	-	66,000	{ Engines on board }	{ 66,000 Hull }	
Partially	No	-	Not complete	-	Building in a private yard			Building in a dock and ready for launching, but completing before undocking.
ditto	No	-	ditto	-	ditto.			
ditto	Mr. Reed's	-	ditto	-	*212,320	72,500	284,820	
Wholly	Captain Coles'	-	ditto	-	Building in a private yard.			
ditto	No	-	ditto	-	150,000	56,000	206,000	The total includes 26,345 l. expended on the hull before conversion. Engines of 800 horse-power are to be placed in this ship instead of those of 1,000 horse-power originally intended for her.
ditto	Mr. Reed's	-	ditto	-	*221,400	57,000	278,400	
ditto	ditto	-	ditto	-	*221,400	64,000	285,400	
Partially	ditto	-	ditto	-	*97,745	38,400	136,145	
ditto	ditto	-	ditto	-	76,160	20,800	96,960	The total includes 13,114 l. expended on the hull before conversion.
ditto	ditto	-	ditto	-	Building in a private yard.			
ditto	ditto	-	ditto	-	ditto.			
Wholly	No	{ 70,539 11,500 } Not completed for sea			82,039	Built in a private yard		
ditto	No	{ 69,226 11,500 } 68,630 11,600			80,726	ditto		
ditto	No	{ Not completed for sea } 38,451 11,160			80,230	ditto		
ditto	No	{ Not completed for sea } 46,959 10,244			49,601	{ No estimate appears to have been prepared }		
ditto	No	49,433 10,343			57,203	Built in a private yard		
ditto	No	48,822 10,446			59,776	ditto		
ditto	No				59,268	ditto		
ditto	No					ditto		
Wholly	No	{ 70,539 11,500 } Not completed for sea			82,039	Built in a private yard		
ditto	No	{ 69,226 11,500 } 68,630 11,600			80,726	ditto		
ditto	No	{ Not completed for sea } 38,451 11,160			80,230	ditto		
ditto	No	{ Not completed for sea } 46,959 10,244			49,601	{ No estimate appears to have been prepared }		
ditto	No	49,433 10,343			57,203	Built in a private yard		
ditto	No	48,822 10,446			59,776	ditto		
ditto	No				59,268	ditto		
ditto	No					ditto		

building the ship, exclusive of fitting. In the first of these classes of ships, no reliable estimate could be framed of the expenses of fitting, but in the thus * include fitting for sea. In the expenses of completed ships, with the exception of the floating batteries, the *pro rata* charges for incidental of masts, yards, rigging, and stores not being included.

IRON-PLATED SHIPS AND BATTERIES.

RETURN of IRON-PLATED SHIPS and BATTERIES,
Built or Building.

(*Mr. Laird.*)

Ordered, by The House of Commons, to be Printed,
3 May 1864.

835

N A V Y (S H I P S).

RETURN to an Order of the Honourable The House of Commons,
dated 12 May 1864 ;—*for*,

RETURNS “ showing the NAMES of VESSELS PAID OFF, and Cost of
Repairs to them, during the Year 1862-3 :”

“ Showing the Names of VESSELS COMMISSIONED to replace those put out
of Commission, and of all Expenditure incurred upon them, in 1862-3 :”

“ Showing Names of all VESSELS in the RESERVE, and the Amount Expended
on them, during the Year 1862-3 :”

“ And, of Total Amount expended on NEW SHIPS BUILDING and CONVERTED
SHIPS, 1862-3, giving Names of Ships, Tonnage, and Horse-power.”

Admiralty, }
13 May 1864. }

C. H. PENNELL,
Chief Clerk.

(Mr. Laird.)

Ordered, by The House of Commons, to be Printed,
3 June 1864.

RETURNS showing the Names of VESSELS PAID OFF, and Cost of REPAIRS to them during the Year 1862-3; showing the Names of VESSELS COMMISSIONED to replace those put out of Commission, and of all Expenditure incurred upon them, in 1862-3; showing Names of all VESSELS in the RESERVE, and the Amount Expended on them, during the Year 1862-3; and, of Total Amount expended on NEW SHIPS BUILDING and CONVERTED SHIPS, 1862-3, giving Names of Ships, Tonnage, and Horse-power.

EXPENSES of SHIPS PAID OFF in 1862-63.

(The Credits for Materials Returned, so far as they appear in the Account of Expenses of Ships presented to Parliament, have been omitted from this Return, with a view to show only the Gross Charges appearing in that Account.)

NAMES.	Guns.	Tons.	Horse Power.	HULL.			Masts, Rigging Stores, and Engineers' Stores.	Machinery.	Incidental Expenses charged <i>pro rata</i> .	TOTAL.	REMARKS.	
				Materials.	Labour.	Per Centage.						
				£.	£.	£.	£.	£.	£.	£.		
Agamemnon	79	3,102	600	52	25	2	7	29	113	228	1	
Algiers	73	3,340	600	44	41	2	41	56	189	373	2	
Amphion	26	1,474	800	5	31	1	192	38	101	368	3	
Arrogant	35	1,872	360	33	18	-	15	-	20	86	4	
Beagle	4	477	80	13	2	-	153	4	12	183	5	
Bulldog	6	1,124	500	11	256	9	27	263	146	712	6	
Cordelia	11	579	150	1	72	1	6	38	80	148	7	
Cossack	20	1,296	250	5,265	3,938	339	112	4,207	3,049	16,910	8	
Curaçoa	23	1,571	350	7,517	6,535	446	2,045	2,598	4,067	23,208	9	
Diadem	30	2,483	800	70	21	-	26	4	36	157	10	
Donegal	81	3,245	800	44	75	2	16	-	42	179	11	
Doris	30	2,483	800	115	112	5	31	161	255	679	12	
Erne	2	234	60	1	111	4	44	859	213	1,232	13	
Exmouth	76	3,109	400	87	74	2	5	16	70	254	14	
Falcon	17	751	100	4	63	18	42	91	150	368	15	
Firm	1	238	60	240	-	-	-	-	-	240	16	
Fly	2	237	60	7	155	4	23	345	107	641	17	
Flying Fish	6	871	350	-	21	-	12	30	18	81	18	
Gannet	11	579	150	48	88	3	2	7	79	227	19	
Hero	79	3,148	600	143	319	21	15	326	331	1,155	20	
Hydra	3	818	220	5	300	8	251	2,238	569	3,371	21	
Imperieuse	39	2,358	360	50	45	1	-	-	18	114	22	
Intrepid	6	862	350	1	8	-	11	30	16	66	23	

	24	-	-	-	79	3,083	600	38	94	2	9	-	-	33	176	24
James Watt	-	-	-	-	78	2,687	500	98	62	4	-	18	-	211	393	25
London	-	-	-	-	2	236	60	189	368	15	214	1,177	-	402	2,865	26
Louisa	-	-	-	-	68	2,573	400	46	22	1	30	192	-	190	481	27
Mars -	-	-	-	-	35	2,861	600	64	59	8	23	57	-	346	552	28
Melpomene	-	-	-	-	40	3,733	1,000	63	12	2	40	7	-	223	347	29
Mersey	-	-	-	-	78	2,830	500	14	26	-	19	20	-	132	211	30
Neptune	-	-	-	-	3	649	260	32	13	-	18	-	-	7	70	31
Oberon	-	-	-	-	21	1,706	400	1,207	4	-	83	729	-	18	2,041	32
Orpheus	-	-	-	-	21	1,464	400	111	70	2	2	233	-	68	486	33
Pelorus	-	-	-	-	2	234	60	-	120	3	32	15	-	37	207	34
Porpoise	-	-	-	-	3	796	200	16	441	14	2	36	-	118	627	35
Prometheus	-	-	-	-	11	579	150	5	24	1	193	43	-	51	317	36
Racer	-	-	-	-	21	1,467	400	33	168	6	60	802	-	351	1,420	37
Seylla	-	-	-	-	2	234	60	-	-	-	8	-	-	-	8	38
Snap	-	-	-	-	6	1,054	280	32	45	1	611	18	-	146	863	39
Spiteful	-	-	-	-	23	1,547	310	11	8	-	25	8	-	12	64	40
Ternagant	-	-	-	-	2	234	60	7	23	-	11	9	-	9	59	41
Traveller	-	-	-	-	79	3,087	600	51	17	1	21	7	-	32	129	42
Victor Emanuel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Banshee	-	-	-	-	2	672	350	-	19	-	-	217	-	38	274	43
Brune	-	-	-	-	-	267	-	22	-	-	-	-	-	-	22	44
Urgent	-	-	-	-	4	1,981	400	1,031	391	20	-	38	-	126	1,606	45
Actaeon	-	-	-	-	26	620	-	-	13	-	-	-	-	12	25	46
Imaum	-	-	-	-	-	1,776	-	-	7	-	-	-	-	17	24	47
Madagascar	-	-	-	-	-	1,167	-	17	-	-	-	-	-	-	17	48
Rolla -	-	-	-	-	6	231	-	3	24	-	-	-	-	19	46	49
Saraeen (old)	-	-	-	-	-	228	-	29	-	-	-	-	-	-	103	50
Seaflower	-	-	-	-	-	116	-	-	-	-	74	-	-	4	4	51
Total	-	-	-	-	1,972	74,363	15,800	16,875	14,340	943	4,550	14,966	-	12,233	63,907	

{ ships }
 51

**TROOP SHIPS, STORE SHIPS,
TENDERS, &c.:—**

SAILING SHIPS:

Lost off Manukau Harbour, New Zealand.

354.

A 2

EXPENSES OF SHIPS COMMISSIONED IN 1862-63.

(The Credits for Materials returned, so far as they appeared in the Account of Expenses of Ships presented to Parliament, have been omitted from this Return, with a view to show only the Gross Charges appearing in that Account).

N A M E S.	Guns.	Tons.	Horse Power.	H U L L			Masts, Rigging, Stores, and Engineers' Stores.	Machinery.	Incidental Expenses charged <i>pro rata</i> .	TOTAL.	R E M A R K S.	
				Materials.	Labour.	Per Centage.						
Aboukir	86	3,091	400	£. 544	£. 1,303	£. 37	-	-	£. 477	£. 2,301	1	Paid off, and recommissioned.
Alecto	3	800	200	1,808	2,196	121	-	1,229	1,450	8,358	2	Ditto - - - ditto; was part of the year in Reserve.
Archer	13	973	202	4,755	5,438	327	1,132	4,934	3,388	19,974	3	Was nearly the whole year in Reserve.
Argus	6	981	300	2,932	3,018	154	6,033	5,438	3,339	20,904	4	Was part of the year in Reserve.
Barrosa	21	1,700	400	347	379	10	1,853	297	527	3,413	5	Ditto - - - ditto.
Black Prince	41	6,109	1,250	10,018	10,768	283	20,746	1,619	8,330	51,764	6	Ditto - - - ditto.
Bonoeur	2	236	60	78	-	-	-	-	-	78	7	Ditto - - - ditto.
Bustard	1	234	60	148	-	-	8	-	-	156	8	Ditto - - - ditto.
Buzzard	6	980	300	4,858	5,800	338	6,055	5,664	4,624	27,339	9	Ditto - - - ditto.
Clown	1	238	400	441	-	-	-	-	-	441	10	Ditto - - - ditto.
Cormorant	4	695	200	91	63	1	894	17	195	1,961	11	Ditto - - - ditto.
Coquette	4	677	200	165	81	2	815	74	189	1,326	12	Was nearly the whole year in Commission.
Eclipse	4	700	200	1,557	1,228	66	3,598	227	1,303	7,981	13	Was part of the year in Reserve.
Edgar	71	3,094	600	2,359	3,509	124	8,036	1,260	3,695	18,933	14	Paid off, and recommissioned.
Fancy	2	235	60	247	377	11	522	1,103	427	2,637	15	Was part of the year in Reserve.
Flamer	2	236	60	52	-	-	-	-	-	52	16	Ditto - - - ditto.
Galatea	17	3,227	800	427	499	20	2,633	42	739	4,860	17	Ditto - - - ditto.
Hannibal	16	3,136	450	71	294	12	1,521	-	401	2,299	18	Ditto - - - ditto.
Hardy	2	233	60	21	-	-	-	-	-	21	19	Ditto - - - ditto.
Hastings	20	1,760	200	13	-	-	576	-	74	663	20	Paid off, and recommissioned.
Haughty	1	233	60	403	-	-	-	-	-	403	21	Was part of the year in Reserve.
Havock	2	233	60	24	-	-	14	-	-	38	22	Ditto - - - ditto.
Herring	2	236	60	27	42	1	76	361	103	610	23	Ditto - - - ditto.
Janus	1	238	40	12	-	-	-	-	-	12	24	Ditto - - - ditto.
Leopard	18	1,406	560	3,279	4,180	167	8,131	4,897	4,337	24,991	25	Ditto - - - ditto.
Liffey	39	2,654	600	1,863	2,104	126	6,428	1,186	3,156	14,863	26	Paid off, and recommissioned.
Lily	4	702	200	1,310	1,257	55	3,507	276	1,219	7,624	27	Was part of the year in Reserve.
Mecanee	28	2,591	400	730	1,028	38	3,213	67	1,019	6,095	28	Ditto - - - ditto.
Mistletoe	2	239	60	33	52	1	404	321	162	973	29	Ditto - - - ditto.
Osprey	4	682	200	2,565	3,015	171	2,518	1,300	1,827	11,396	30	Ditto - - - ditto.
Pandora	5	426	80	59	53	2	813	-	177	1,104	31	Was nearly the whole year in Reserve.
Pantaloon	11	574	150	6	-	-	281	2	32	321	32	Paid off, and recommissioned; was part of the year under repair at Bombay.
Persens	17	955	200	332	352	14	4,798	73	1,039	6,608	33	Was part of the year in Reserve.
Phœbe	35	2,896	500	570	727	29	1,860	364	850	4,400	34	Ditto - - - ditto.
Psyche	2	835	250	2,717	3,336	117	3,272	327	1,830	11,599	35	Ditto - - - ditto.
Pylades	21	1,278	350	12,104	10,084	618	9,620	1,304	6,422	40,152	36	Ditto - - - ditto.
Racehorse	4	695	200	299	254	9	968	215	337	2,082	37	Ditto - - - ditto.

33	Raccoon	-	-	-	38	22	1,467	400	6,747	6,469	556	9,561	1,044	4,592	28,769	38	Was part of the year in Reserve.
34	Rapid	-	-	-	39	11	672	150	92	128	4	4,096	9	827	5,156	39	Ditto - - - ditto.
	Rattler	-	-	-	40	17	932	200	1,566	1,248	55	7,021	90	1,828	11,808	40	Ditto - - - ditto.
	Rattlesnake	-	-	-	41	19	1,705	400	1,140	1,081	45	891	116	656	3,929	41	Ditto - - - ditto.
	Resistance	-	-	-	42	18	3,710	600	4,019	5,430	201	16,980	313	5,189	32,152	42	Ditto - - - ditto.
	Rosario	-	-	-	43	11	673	150	61	170	4	1,046	-	243	1,464	43	Ditto - - - ditto.
	Ruby	-	-	-	44	2	217	60	571	634	33	1,025	677	597	3,537	44	Ditto - - - ditto.
	Sans Pareil	-	-	-	45	10	2,339	400	552	709	26	2,606	39	824	4,756	45	Paid off, and recommissioned.
	Severn	-	-	-	46	35	2,767	500	818	780	32	3,411	14	1,022	6,077	46	Was part of the year in Reserve.
	Shearwater	-	-	-	47	4	669	150	1,090	1,306	48	4,373	298	1,328	8,443	47	Ditto - - - ditto.
	Sparrow	-	-	-	48	5	430	80	18	29	-	51	2	22	122	48	Was nearly the whole year in Reserve.
	Staunch	-	-	-	49	1	235	60	1,388	-	-	-	-	-	1,388	49	Was part of the year in Reserve.
	Sutlej	-	-	-	50	35	3,066	500	2,999	2,113	88	8,307	49	2,457	15,313	50	Ditto - - - ditto.
	Trinculo	-	-	-	51	2	273	60	11	34	-	117	49	39	250	51	Ditto - - - ditto.
	Triton	-	-	-	52	3	654	260	1,519	2,889	94	4,293	3,146	2,459	14,400	52	Ditto - - - ditto.
	Vesuvius	-	-	-	53	6	970	280	566	751	27	6,192	177	1,425	9,138	53	Ditto - - - ditto.
	Vigilant	-	-	-	54	4	680	200	2,150	2,141	132	1,532	1,443	1,786	9,184	54	Was part of the year in Reserve; paid off and recommissioned.
	Weazel	-	-	-	55	1	235	60	211	-	-	64	3	-	278	55	Ditto - - - ditto.
	Zebra	-	-	-	56	17	951	200	313	-	9	1,305	47	341	2,138	56	Was nearly the whole year in Reserve.
HARBOUR TENDERS:																	
	Watchful	-	-	-	57	-	237	40	204	-	-	-	-	-	204	57	Was part of the year in Reserve.
	Woodcock	-	-	-	58	-	239	40	527	-	-	-	-	-	527	58	Ditto - - - ditto.
TROOP SHIPS, STORE SHIPS, TENDERS, &c.																	
	Adventure	-	-	-	59	2	1,794	400	1,571	1,200	55	9,329	666	1,809	14,690	59	Was nearly the whole year in Commission.
	Advice	-	-	-	60	-	197	100	6	-	-	1	-	-	7	60	Was part of the year in Reserve.
	Caradoc	-	-	-	61	2	676	350	3,762	4,272	247	1,920	6,987	2,310	19,498	61	Ditto - - - ditto.
	Dromedary	-	-	-	62	2	654	100	863	700	33	1,959	322	521	4,488	62	Ditto - - - ditto.
	Porcupine	-	-	-	63	1	382	132	305	473	17	2,103	824	543	4,265	63	Ditto - - - ditto.
	Rhadamanthus	-	-	-	64	-	813	220	91	172	3	499	205	143	1,113	64	Paid off, and recommissioned.
	Shamrock	-	-	-	65	2	233	60	23	83	2	1,537	21	215	1,861	65	Was nearly the whole year in Commission.
SAILING VESSELS:																	
	Excellent	-	-	-	66	-	2,311	-	273	179	6	3,139	-	726	4,323	66	Paid off, and recommissioned.
	Fisgard	-	-	-	67	-	1,069	-	109	117	3	271	-	104	604	67	Ditto - - - ditto.
	Saturn	-	-	-	68	-	1,616	-	13	4	-	99	-	53	169	68	Ditto - - - ditto.
	Brilliant	-	-	-	69	-	954	-	249	-	-	18	-	2	269	69	Ditto - - - ditto.
	Castor	-	-	-	70	-	1,293	-	18	-	-	303	-	40	361	70	Ditto - - - ditto.
	Dædalus	-	-	-	71	-	1,082	-	5	-	-	206	-	28	239	71	Ditto - - - ditto.
	Eagle	-	-	-	72	-	1,723	-	325	590	23	717	-	419	2,073	72	Was nearly the whole year in Commission.
	Egmont	-	-	-	73	-	1,780	-	13,692	487	78	8,156	-	1,621	24,034	73	Was part of the year in Reserve.
	President	-	-	-	74	-	1,537	-	-	-	-	117	-	16	133	74	Paid off, and recommissioned.
	Trincomalee	-	-	-	75	-	1,066	-	-	-	-	36	-	3	39	75	Ditto - - - ditto.
	Vindictive	-	-	-	76	-	1,768	-	-	-	-	4,413	-	882	7,701	76	Was part of the year in Reserve.
	Winchester	-	-	-	77	-	652	-	843	-	-	-	-	-	843	77	Ditto - - - ditto.
	Canopus	-	-	-	78	-	2,257	-	866	499	27	1,575	-	392	3,959	78	Ditto - - - ditto.
TOTAL						731	93,194	16,524	107,257	97,608	4,541	211,138	49,138	87,132	556,814		

EXPENSES OF STEAM AND SAILING SHIPS IN RESERVE, in 1862-63.

Most of the large sums shown in this Return are connected with the Preparation of the Ships for Commission.

(The Credit for Materials Returned, so far as they appear in the Account of Expenses of Ships presented to Parliament, have been omitted from this Return, with a view to show only the Gross Charges appearing in that Account.)

N A M E S.	Guns.	Tons.	Horse Power.	H U L L.			Masts, Rigging, Stores and Engineers' Stores.	Machinery.	Incidental Expenses Charged <i>pro rata</i> .	Total.	R E M A R K S.
				Materials.	Labour.	Per Centage.					
Achilles	20	6,121	1,250	£. 82	£. 156	£. -	-	-	£. -	£. 238	1
Etna	16	1,588	200	12	29	-	-	-	22	141	2
Africa	4	669	150	80	135	7	7	-	87	423	3
Albacore	2	233	60	754	539	38	-	-	292	1,814	4
Albion	76	3,117	400	38	54	2	-	-	30	155	5
Alert	17	751	100	2,605	2,843	140	-	-	2,275	13,036	6
Amelia	2	238	60	-	-	-	-	-	3	21	7
Angler	2	212	20	2	2	-	-	-	3	17	8
Anson	81	3,336	800	78	104	2	-	-	40	263	9
Ant	2	212	20	4	7	-	-	-	4	27	10
Arethusa	35	3,141	500	244	306	11	-	-	142	907	11
Arrow	4	477	160	-	1	-	-	-	-	1	12
Assurance	4	681	200	7	22	-	-	-	13	78	13
Atlas	81	3,318	800	54	160	4	-	-	48	303	14
Aurora	35	2,558	400	83	81	2	-	-	64	412	15
Badger	2	219	60	-	41	1	-	-	20	131	16
Banterer	1	237	60	225	-	-	-	-	-	225	17
Basilisk	6	1,081	400	-	1	-	-	-	5	32	18
Beacon	2	234	60	-	-	-	-	-	-	1	19
Beaver	2	236	60	-	7	-	-	-	3	12	20
Blazer	2	235	60	116	218	8	-	-	269	1,579	21
Blossom	2	214	20	-	-	-	-	-	-	1	22
Bombay	60	2,782	400	347	9	6	-	-	73	470	23
Boxer	2	235	60	22	38	2	-	-	28	157	24
Brave	2	234	60	-	1	-	-	-	-	2	25
Brazen	2	235	60	-	2	-	-	-	-	4	26
Bristol	39	3,027	600	23	17	-	-	-	19	121	27
Britomart	2	270	60	-	-	-	-	-	1	6	28
Brunswick	68	2,492	400	74	76	3	-	-	200	479	29
Bullfinch	2	234	60	25	39	1	-	-	37	188	30
Bullfrog	2	236	60	398	525	29	-	-	285	1,678	31

Fitting while building.

Sold to Chinese Government, 13th August 1862.

Sold 19th May 1862.

RETURNS RELATING TO SHIPS (NAVY).

Ship Name	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
Cæsar	2,767	400	28	4,423	28	3,086	1	11	-	-	47	-	14	82	32	2,767	400	28	4,423	28	3,086	1	11	-	-	47	-	14	82	32	2,767	400	28	4,423	28	3,086	1	11	-	-	47	-	14	82	32		
Caledonia	4,125	1,000	-	-	-	-	151	70	-	-	-	-	1,432	9,209	33	4,125	1,000	-	-	-	-	151	70	-	-	-	-	1,432	9,209	33	4,125	1,000	-	-	-	-	151	70	-	-	-	-	1,432	9,209	33		
Canal	232	60	-	-	-	-	6	8	-	-	-	-	1	4	34	232	60	-	-	-	-	6	8	-	-	-	-	1	4	34	232	60	-	-	-	-	6	8	-	-	-	-	1	4	34		
Carnation	233	60	86	-	-	-	-	101	-	-	351	-	148	866	35	233	60	86	-	-	-	-	-	101	-	-	351	-	148	866	35	233	60	86	-	-	-	-	-	101	-	-	351	-	148	866	
Centurion	2,590	400	11	11	22	22	-	20	-	-	-	-	14	67	36	2,590	400	11	11	22	22	-	-	20	-	-	-	14	67	36	2,590	400	11	11	22	22	-	-	20	-	-	14	67	36			
Charger	236	60	658	-	-	-	27	444	-	-	513	-	402	2,564	37	236	60	658	-	-	-	27	444	-	-	-	513	-	402	2,564	37	236	60	658	-	-	-	27	444	-	-	513	-	402	2,564		
Charon	236	60	-	-	-	-	-	2	-	-	-	-	-	2	38	236	60	-	-	-	-	-	-	2	-	-	-	-	-	2	38	236	60	-	-	-	-	-	-	-	-	-	-	2	38		
Cheerful	212	20	2	-	-	-	-	13	-	-	-	-	-	22	39	212	20	2	-	-	-	-	13	-	-	-	-	-	-	22	39	212	20	2	-	-	-	-	-	-	-	-	22	39			
Cherokee	233	60	-	-	-	-	-	3	-	-	-	-	1	5	40	233	60	-	-	-	-	-	3	-	-	-	-	-	-	5	40	233	60	-	-	-	-	-	-	-	-	-	5	40			
Chesapeake	2,377	400	37	-	-	-	65	142	-	-	2,297	-	945	4,679	41	2,377	400	37	-	-	-	65	142	-	-	-	2,297	-	945	4,679	41	2,377	400	37	-	-	-	65	142	-	-	2,297	-	945	4,679		
Chub	212	20	4	-	-	-	-	8	-	-	-	-	3	20	42	212	20	4	-	-	-	-	8	-	-	-	-	-	3	20	42	212	20	4	-	-	-	-	-	-	-	-	3	20			
Collingwood	2,611	400	34	-	-	-	7	147	-	-	20	-	100	588	43	2,611	400	34	-	-	-	7	147	-	-	-	20	-	100	588	43	2,611	400	34	-	-	-	-	-	-	-	-	100	588			
Columbine	672	150	1,805	-	-	-	72	3,345	-	-	235	-	1,339	8,511	44	672	150	1,805	-	-	-	72	3,345	-	-	-	235	-	1,339	8,511	44	672	150	1,805	-	-	-	-	-	-	-	-	235	-	1,339	8,511	
Conflict	1,058	400	-	-	-	-	-	-	-	-	16	-	3	19	45	1,058	400	-	-	-	-	-	-	-	-	-	16	-	3	19	45	1,058	400	-	-	-	-	-	-	-	-	-	-	16	-	3	19
Confounder	233	60	-	-	-	-	-	2	-	-	-	-	-	2	46	233	60	-	-	-	-	-	-	-	-	-	-	-	-	2	46	233	60	-	-	-	-	-	-	-	-	-	-	2	46		
Conqueror (late Waterloo)	2,845	500	3,254	-	-	-	128	3,136	-	-	60	-	1,808	11,387	47	2,845	500	3,254	-	-	-	128	3,136	-	-	-	60	-	1,808	11,387	47	2,845	500	3,254	-	-	-	-	-	-	-	-	60	11,387			
Constance	3,213	500	4,852	-	-	-	171	184	-	-	82	-	1,575	9,795	48	3,213	500	4,852	-	-	-	171	184	-	-	-	82	-	1,575	9,795	48	3,213	500	4,852	-	-	-	-	-	-	-	-	82	9,795			
Cracker	235	60	6	-	-	-	-	98	-	-	1	-	66	179	49	235	60	6	-	-	-	-	98	-	-	-	1	-	66	179	49	235	60	6	-	-	-	-	-	-	-	-	1	66	179		
Cressy	2,540	400	4	-	-	-	-	14	-	-	628	-	128	787	50	2,540	400	4	-	-	-	-	14	-	-	-	628	-	128	787	50	2,540	400	4	-	-	-	-	-	-	-	-	128	787			
Crocus	234	60	-	-	-	-	-	1	-	-	-	-	-	1	51	234	60	-	-	-	-	-	-	-	-	-	-	-	-	1	51	234	60	-	-	-	-	-	-	-	-	-	1	51			
Cruiser	752	60	7	-	-	-	-	9	-	-	-	-	-	29	52	752	60	7	-	-	-	-	9	-	-	-	-	-	-	29	52	752	60	7	-	-	-	-	-	-	-	-	29	52			
Cyclops	1,195	320	9	-	-	-	1	12	-	-	1	-	11	69	53	1,195	320	9	-	-	-	1	12	-	-	-	1	-	11	69	53	1,195	320	9	-	-	-	-	-	-	-	-	11	69			
Daisy	216	20	8	-	-	-	-	9	-	-	-	-	6	41	54	216	20	8	-	-	-	-	9	-	-	-	-	-	6	41	54	216	20	8	-	-	-	-	-	-	-	-	6	41			
Dapper	234	60	-	-	-	-	-	5	-	-	7	-	5	24	55	234	60	-	-	-	-	-	5	-	-	-	7	-	5	24	55	234	60	-	-	-	-	-	-	-	-	-	5	24			
Decoy	212	20	3	-	-	-	-	8	-	-	-	-	3	20	56	212	20	3	-	-	-	-	8	-	-	-	-	-	3	20	56	212	20	3	-	-	-	-	-	-	-	-	3	20			
Defiance	3,475	800	27	-	-	-	1	35	-	-	15	-	15	95	57	3,475	800	27	-	-	-	1	35	-	-	-	15	-	15	95	57	3,475	800	27	-	-	-	-	-	-	-	-	15	95			
Delight	236	60	199	-	-	-	12	12	-	-	2	-	125	518	58	236	60	199	-	-	-	12	12	-	-	-	2	-	125	518	58	236	60	199	-	-	-	-	-	-	-	-	125	518			
Dragon	1,270	560	3	-	-	-	-	4	-	-	549	-	139	699	59	1,270	560	3	-	-	-	-	4	-	-	-	549	-	139	699	59	1,270	560	3	-	-	-	-	-	-	-	-	139	699			
Drake	238	40	491	-	-	-	-	-	-	-	-	-	-	491	60	238	40	491	-	-	-	-	-	-	-	-	-	-	-	-	491	60	238	40	491	-	-	-	-	-	-	-	-	491	60		
Duke of Wellington	3,771	700	68	-	-	-	3	33	-	-	-	-	39	243	61	3,771	700	68	-	-	-	3	33	-	-	-	-	-	39	243	61	3,771	700	68	-	-	-	-	-	-	-	-	39	243			
Duncan	3,727	800	512	-	-	-	38	5,885	-	-	6	-	1,473	9,118	62	3,727	800	512	-	-	-	38	5,885	-	-	-	6	-	1,473	9,118	62	3,727	800	512	-	-	-	-	-	-	-	-	6	1,473	9,118		
Dwarf	214	20	2	-	-	-	-	3	-	-	-	-	2	18	63	214	20	2	-	-	-	-	3	-	-	-	-	-	2	18	63	214	20	2	-	-	-	-	-	-	-	-	2	18			
Earnest	235	60	106	-	-	-	4	437	-	-	519	-	248	1,558	64	235	60	106	-	-	-	4	437	-	-	-	519	-	248	1,558	64	235	60	106	-	-	-	-	-	-	-	-	519	1,558			
Enterprise	990	160	428	-	-	-	11	-	-	-	-	-	107	693	65	990	160	428	-	-	-	11	-	-	-	-	-	-	107	693	65	990	160	428	-	-	-	-	-	-	-	-	107	693			
Erebus	1,954	200	6	-	-	-	-	21	-	-	-	-	5	33	66	1,954	200	6	-	-	-	-	-	-	-	-	-	-	5	33	66	1,954	200	6	-	-	-	-	-	-	-	-	5	33			
Escort	237	60	-	-	-	-	-	2	-	-	-	-	-	2	67	237	60	-	-	-	-	-	-	-	-	-	-	-	-	-	2	67	237	60	-	-	-	-	-	-	-	-	-	2	67		
Fek	1,169	250	11,799	-	-	-	616	1,360	-	-	2,582	-	4,786	29,410	68	1,169	250	11,799	-	-	-	616	1,360	-	-	-	2,582	-	4,786	29,410	68	1,169	250	11,799	-	-	-	-	-	-	-	-	2,582	29,410			
Luotaa	1,201	200	11	-	-	-	-	19	-	-	2	-	6	38	69	1,201	200	11	-	-	-	-	19	-	-	-	2	-	6	38	69	1,201	200	11	-	-	-	-	-	-	-	2	38				
Favorite	2,186	400	55	-	-	-	1	-	-	-	-	-	17	111	70	2,186	400	55	-	-	-	1	-	-	-	-	-	-	17	111	70	2,186	400	55	-	-	-	-	-	-	-	-	17	111			
Fenella	235	40	2	-	-	-	-	6	-	-	-	-	10	64	71	235	40	2	-	-	-	-	-	-	-	-	-	-	10	64	71	235	40	2	-	-	-	-	-	-	-	-	10	64			
Fervent	233	60	577	-	-	-	25	803	-	-	500	-	445	2,814	72	233	60	577	-	-	-	25	803	-	-	-	500	-	445	2,814	72	233	60	577	-	-	-	-	-	-	-	-	500	2,814			
Fidget	213	20	107																																												

EXPENSES OF STEAM AND SAILING SHIPS IN RESERVE, in 1862-63—continued.

NAMES.	Guns.	Tons.	Horse Power.	HULL.			Masts, Rigging, Stores and Engineers' Stores.	Machinery.	Incidental Expenses Charged <i>pro rata</i> .	Total.	REMARKS.
				Materials.	Labour.	Per Centage.					
Furious	16	1,287	400	£. 16	£. 21	£. -	£. 20	£. 2	£. 12	£. 71	79
Garland	2	213	20	-	-	-	1	-	-	1	80
Garnet	2	235	40	-	2	-	15	-	2	19	81
Gibraltar	81	3,729	800	2,445	3,422	126	16,280	168	4,450	26,891	82
Gladiator	6	1,210	430	1	635	43	19	244	347	1,289	83
Glasgow	39	3,037	600	86	260	5	33	40	81	505	84
Glatton	14	1,535	150	4	2	-	10	-	3	19	85
Gleaner	2	217	60	31	5	2	53	1	29	121	86
Gnat	2	214	20	-	-	-	1	-	-	1	87
Goliath	68	2,596	400	56	17	1	21	2	19	116	88
Grinder	2	235	60	-	1	-	2	-	1	4	89
Griper	2	234	60	5	1	-	5	-	2	13	90
Growler	1	234	60	11	23	1	79	33	31	178	91
Hermes	6	830	220	3	8	-	7	347	73	438	92
Heron	2	270	60	-	4	-	1	7	1	13	93
Harlequin	6	950	200	-	-	-	-	9	2	11	94
Hector	34	4,089	800	334	76	8	70	1	91	580	95
Hood	79	3,308	600	33	35	1	23	74	32	198	96
Horatio	12	1,090	250	2	4	-	16	-	4	26	97
Howe	107	4,245	1,000	18	8	-	36	1	12	75	98
Hunter	2	237	40	19	36	1	3	-	11	70	99
Inflexible	6	1,122	378	15	18	-	13	-	9	55	100
Irresistible	68	2,642	400	46	24	1	16	6	17	110	101
Jackdaw	2	233	60	154	241	6	2	328	148	879	102
Jaseur	5	427	80	1,978	1,512	72	1,830	52	1,010	6,454	103
Jasper	1	300	80	10	39	-	1,075	165	245	1,584	104
Julia	2	238	60	29	31	2	20	3	18	103	105
Lapwing	4	677	200	3	58	1	-	31	19	112	106
Lark	2	236	60	35	63	2	48	39	36	223	107
Leander	39	2,769	400	1,591	1,810	70	12,092	448	2,964	18,975	108
Linnet	2	268	60	5	12	-	4	-	2	23	109
Lion	68	2,611	400	49	123	2	52	-	204	430	110
Liverpool	111	2,655	600	1,555	2,070	78	12,211	163	3,003	19,080	111
Lynx	2	477	80	-	4	-	-	68	19	91	112
Lyra	9	488	60	24	19	-	22	27	19	111	113

Fitting while building.

{Sold to Chinese Government, 2nd August 1862.

EXPENSES OF STEAM AND SAILING SHIPS IN RESERVE, in 1862-63.—continued.

NAMES.	Guns.	Tons.	Horse Power.	H U L L.			Masts, Rigging, Stores and Engineers' Stores.	Machinery.	Incidental Expenses, Charged <i>pro rata</i> .	Total.	REMARKS.
				Materials.	Labour.	Per Centage					
Rodney	78	2,770	500	£. 186	£. 140	£. 6	£. 31	£. 2	£. 07	£. 432	159
Roebuck	6	865	175	-	-	-	14	-	2	16	160
Rose	2	234	60	-	-	-	20	-	4	24	161
Royal Albert	107	3,726	500	52	1	-	24	-	14	91	162
Royal Alfred	35	4,045	800	1,385	628	42	123	103	424	2,705	163
Royal George	78	2,616	400	49	108	2	19	-	34	212	164
Royal Oak	35	4,056	800	17,397	12,550	609	15,516	294	8,573	54,639	165
Royal Sovereign	5	3,963	800	16	38	1	81	165	63	364	166
Royal William	78	2,849	500	119	172	5	33	-	63	392	167
Royalist	11	669	150	92	185	5	27	33	62	404	168
Salamander	6	818	220	4,931	3,703	293	5	151	1,867	10,950	169
Salamis	1	835	250	504	127	13	2	-	121	767	170
Sampson	6	1,299	467	-	1	-	17	3	4	25	171
Sandfly	2	236	60	-	1	-	25	-	5	31	172
Savage	2	235	60	20	30	-	104	16	36	206	173
Scourge	6	1,124	420	-	18	-	45	70	27	160	174
Seahorse	12	1,258	200	18	2	-	12	-	6	38	175
Sepoy	2	235	60	101	253	9	874	915	422	2,574	176
Serpent	4	695	200	14	23	-	9	17	11	74	177
Sharpshooter	6	503	102	601	1,203	6	203	208	430	2,651	178
Sidon	18	1,316	560	19	3	-	80	3	22	127	179
Skipjack	2	232	60	414	375	17	3	994	371	2,174	180
Skylark	2	236	60	-	3	-	1	-	1	5	181
Snapper	2	218	60	-	-	-	3	-	-	3	182
Spanker	2	234	60	23	27	1	12	5	13	81	183
Sparrowhawk	4	676	200	-	2	-	15	12	6	35	184
Speedwell	5	428	80	2	3	-	7	10	4	26	185
Spey	2	233	60	11	27	-	3	8	10	59	186
Sphinx	6	1,061	500	1,108	-	-	34	-	-	1,142	187
St. Jean D'Acre	81	3,200	600	72	61	2	18	-	29	182	188
Star	4	695	200	18	52	1	14	18	20	123	189
Swan	2	236	60	-	3	-	7	-	2	12	190
Swinger	2	235	60	20	27	-	135	13	104	299	191
Tartarus	4	695	200	-	-	-	-	3	1	4	192
Terrible	21	1,850	800	-	2,656	161	16	7,745	2,890	13,468	193
Thistle	2	235	60	7	6	-	62	37	20	132	194
Thrasher	2	234	60	78	117	5	116	489	169	964	195
Thrush	2	243	40	-	-	-	8	-	1	9	196

Fitting while building.

Converting to a Cupola Ship.

Fitting while building.

Fitting while building.

Thunderbolt -	-	-	197	16	1,973	200	15	5	-	-	106	-	-	25	151	197
Thunder -	-	-	198	14	1,469	150	4	-	-	-	18	-	-	4	26	198
Tickler -	-	-	199	2	232	60	-	2	-	-	14	-	9	5	30	199
Tilbury -	-	-	200	2	234	60	6	10	-	-	15	-	1	6	38	200
Tiny -	-	-	201	2	211	20	-	-	-	-	1	-	-	-	1	201
Trusty -	-	-	202	14	1,539	130	-	58	3	5	30	-	5	49	255	202
Tyrian -	-	-	203	2	272	60	-	369	16	436	563	-	-	337	2,039	203
Teazer -	-	-	204	2	296	40	-	23	-	-	-	-	-	4	27	204
Undaunted -	-	-	205	39	3,039	600	51	13	-	3	15	-	-	15	97	205
Valiant -	-	-	206	34	4,063	800	-	3	-	-	-	-	-	1	4	206
Valorous -	-	-	207	16	1,257	400	5,014	6,381	371	6,341	1,047	-	-	4,135	23,293	207
Victor -	-	-	208	6	859	350	3	2	-	13	17	-	-	6	41	208
Victoria -	-	-	209	107	4,127	1,000	4	4	-	-	33	-	-	8	49	209
Violet -	-	-	210	2	234	60	-	5	-	2	4	-	-	3	14	210
Viper -	-	-	211	4	477	80	-	-	-	1	-	-	-	-	1	211
Vixen -	-	-	212	6	1,054	280	5	10	-	3	8	-	-	5	31	212
Vulture -	-	-	213	6	1,191	470	4	5	-	1	22	-	-	6	38	213
Wasp -	-	-	214	13	974	100	-	51	-	-	4	-	-	13	68	214
Wave -	-	-	215	2	235	60	-	3	-	-	33	-	-	7	43	215
Whiting -	-	-	216	2	236	60	-	79	1	-	24	-	-	22	126	216
Windsor Castle -	-	-	217	97	3,101	500	90	143	5	1	27	-	1	49	315	217
Wizard -	-	-	218	2	270	60	1	1	-	-	4	-	-	1	7	218
Wolf -	-	-	219	2	233	60	-	1	-	-	12	-	-	2	15	219
Wolverene -	-	-	220	21	1,703	400	9	1	-	-	-	-	-	2	12	220
Zealous -	-	-	221	20	3,716	800	90	5	1	-	-	-	-	18	114	221
TROOP SHIPS, STORE SHIPS, TENDERS, &c.:																
Avon -	-	-	222	3	361	160	-	9	-	-	-	-	-	3	12	222
Buffalo -	-	-	223	2	440	80	-	173	2	93	5	-	-	39	312	223
Chasseur -	-	-	224	-	543	70	49	65	179	-	63	-	-	24	203	224
Enchantress -	-	-	225	1	835	250	4,904	4,508	2	279	504	-	-	1,949	12,323	225
Orotas -	-	-	226	2	2,812	500	2	5	-	-	1,580	-	-	205	1,792	226
Rosamond -	-	-	227	-	1,089	280	5	76	1	1,095	-	-	-	11	1,188	227
Seagull -	-	-	228	2	236	60	-	-	-	-	4	-	-	1	5	228
Simoom -	-	-	229	4	1,980	400	113	267	6	434	-	-	-	142	962	229
Tamar -	-	-	230	2	2,812	500	-	-	-	-	20	-	-	4	24	230
Volcano -	-	-	231	-	720	140	139	155	-	-	312	-	-	78	684	231
SAILING SHIPS:																
Achille -	-	-	232	78	1,931	-	-	-	-	-	2	-	-	-	2	232
Active -	-	-	233	20	1,627	-	693	909	48	-	1,025	-	-	455	3,220	233
Africaine -	-	-	234	44	1,173	-	12	-	-	-	-	-	-	2	14	234

EXPENSES OF STEAM AND SAILING SHIPS IN RESERVE, in 1862-63—continued.

NAMES.	Guns.	Tons.	Horse Power.	H U L L.			Masts, Riggings, Stores, and Engineers' Stores.	Machinery.	Incidental Expenses charged <i>pro rata</i> .	TOTAL.	REMARKS.
				Materials.	Labour.	Per Centage.					
SAILING SHIPS—continued.											
Alfred -	235	1,763	-	-	55	-	-	-	32	87	235
Amphitrite -	25	1,068	-	110	36	3	84	-	34	267	236
Andromeda -	44	1,215	-	20	9	-	-	-	5	34	237
Arachne -	18	602	-	5	-	-	-	-	1	6	238
Calcutta -	84	2,290	-	18	8	-	-	-	5	31	239
Calypso -	18	734	-	59	53	1	1	-	21	135	240
Cambrian -	40	1,625	-	50	33	-	-	-	16	99	241
Carysfort -	26	925	-	-	-	-	-	-	3	3	242
Cerberus -	42	1,079	-	8	2	-	-	-	2	12	243
Chichester -	50	1,501	-	1	-	-	-	-	-	1	244
Circe -	42	1,079	-	3	-	-	-	-	1	4	245
Clarence -	84	2,288	-	21	2	-	-	-	4	27	246
Cleopatra -	26	918	-	1	1	-	-	-	1	3	247
Clyde -	42	1,081	-	15	-	-	-	-	3	18	248
Contest -	12	448	-	-	1	-	-	-	-	1	249
Creole -	26	923	-	12	-	-	-	-	2	14	250
Daphne -	18	726	-	25	-	-	-	-	5	30	251
Diamond -	28	1,055	-	10	-	-	-	-	2	12	252
Diana -	42	1,083	-	15	3	-	-	-	4	22	253
Eurydice -	26	921	-	4	3	-	-	-	1	8	254
Fantome -	12	483	-	1	-	-	-	-	-	1	255
Flora -	40	1,634	-	2	-	-	-	-	-	2	256
Foudroyant -	27	2,062	-	134	112	5	-	-	47	298	257
Frolic -	16	509	-	1	-	-	-	-	-	1	258
Ganges -	84	2,285	-	7	-	-	-	-	1	8	259
Hamadryad -	42	1,082	-	17	-	-	-	-	3	20	260
Hazard -	14	431	-	1	23	-	130	-	31	185	261
Hindustan -	78	2,050	-	451	557	52	-	-	356	1,416	262
Hound -	8	360	-	2	19	-	-	-	5	26	263
Illustrious -	-	1,746	-	23	25	-	2	-	9	59	264
Indefatigable -	50	2,047	-	72	83	3	-	-	29	187	265
Iris -	26	907	-	14	-	-	-	-	3	17	266
Lancaster -	50	1,478	-	30	12	-	-	-	8	50	267
Laurel -	42	1,088	-	1	2	-	55	-	10	68	268
Leonidas -	42	1,067	-	4	5	-	-	-	2	11	269

Sold, 22 November 1861.

Sold, 17 February 1862.

* See note at end of the Return.

Sold, 19 May 1862.

354.	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	
Mariner	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Melampus	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Minotaur	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Modeste	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Monarch	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mortar Floats	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mortar Vessels	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nankin	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pique	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Powerful	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proserpine	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Siren	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Southampton	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stag	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Superb	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sybilie	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Terpsichore	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Thisbe	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Thunderer	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vernon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Warspite	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TENDER:																																									
Nautilus	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HULKS:																																									
Agincourt	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Akbar	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Andromache	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Belleisle	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bellerophon	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bellona	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Belvidera	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Blonde	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Calliope	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Champion	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Conway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cornwall	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Devonshire	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dreadnought	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dromedary	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dublin	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Egeria	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

EXPENSES OF STEAM AND SAILING SHIPS IN RESERVE, in 1862-63—*continued*.

NAMES.	Guns.	Tons.	Horse Power.	HULL.			Masts, Rigging Stores, and Engineers' Stores.	Machinery.	Incidental Expenses charged <i>pro rata</i> .	TOTAL.	REMARKS.
				Materials.	Labour.	Per Centage.					
				£.	£.	£.	£.	£.	£.	£.	
HULKS—<i>continued</i>.											
Endymion -	-	1,277	-	17	31	-	-	-	6	54	310
Gloucester -	-	1,797	-	8	5	-	-	-	2	15	311
Grampus -	-	1,706	-	25	45	2	-	-	9	81	312
Griper -	-	182	-	-	20	-	4	-	3	27	313
Hebe -	-	1,078	-	21	9	-	-	-	4	34	314
Herald -	-	500	-	-	3	-	-	-	-	3	315
Hope -	-	231	-	-	-	-	1	-	-	1	316
Hotspur -	-	1,171	-	11	1	-	-	-	2	14	317
Java -	-	1,458	-	7	61	1	-	-	11	80	318
Juno -	-	923	-	22	60	1	134	-	30	247	319
Lively -	-	1,080	-	-	13	-	-	-	2	15	320
Marianne -	-	490	-	132	243	8	229	-	85	697	321
Medway -	-	1,768	-	163	65	5	64	-	38	335	322
Mermaid -	-	1,085	-	-	-	-	3	-	-	3	323
Minerva -	-	1,082	-	10	1	-	-	-	2	13	324
Nymph -	-	1,087	-	48	221	7	-	-	40	356	325
Pyramus -	-	920	-	47	89	3	-	-	18	157	326
Royal George -	-	330	-	28	51	1	1	-	12	93	327
Salsette -	-	902	-	192	130	6	-	-	43	371	328
Sapphires -	-	606	-	63	46	-	-	-	15	124	329
Sirius -	-	1,090	-	69	181	5	96	-	49	400	330
Spartan -	-	918	-	-	12	1	-	-	11	24	331
Sultan -	-	1,751	-	113	372	12	2	-	74	573	332
Thalia -	-	1,082	-	15	2	-	26	-	5	48	333
Vengeance -	-	2,284	-	26	-	-	-	-	3	29	334
Venus -	-	1,069	-	27	60	2	221	-	48	358	335
Vigo -	-	1,787	-	10	10	-	-	-	3	23	336
Weymouth -	-	826	-	5	37	1	12	-	7	62	337
TOTAL - - - { 335 ships }	6,510	404,358	58,589	98,248	92,562	4,516	105,279	48,434	68,376	417,415	

(See page 13.) There were 39 Mortar Vessels and 41 Mortar Floats, of an aggregate tonnage of 10,416 tons in reserve in 1862-63, but the expenses being shown in the Parliamentary Account against "Mortar Vessels" and "Mortar Floats" generally, without distinguishing the particular vessels upon which the expenses were incurred, their number and tonnage could not be included in this Return against the expense.

There were also a few ships in reserve in 1862-63 upon which no expenses were incurred, and they are therefore not included in this Return.

THE Credits for Materials Returned, so far as they appear in the Account of Expenses of Ships presented to Parliament, have been omitted from this Return, with a view to show only the Gross Charges appearing in that Account.

N A M E.	Guns.	Tons.	Horse Power.	Where Built.	When Laid down.	Tonnage Built in 1862/63.	Expenditure at the Dockyards on the Hull.					Paid at Admiralty for Machinery.	Total Expense for 1862-63.	REMARKS.
							Materials.	Labour.	Charges on Expenditure.		TOTAL.			
									Per Centage.	Incidental Expenses charged <i>pro rata</i> .				
							£.	£.	-	£.	£.	£.		
Achilles (Armour-plated Iron Ship).	1	20	6,121	1,250	Chatham	-	71,320	39,224	-	-	110,544	137,789	1	Building in a Dock.
Africa -	2	4	669	150	Devonport	-	-	343	12	54	409	2,578	2	Launched 29th March 1862; sold to Chinese Government 13th August 1862.
Alberta -	3	391	160	160	Pembroke	-	486	183	20	91	780	4,180	3	Launched 2d April 1862.
Columbine -	4	672	150	150	Deptford	-	507	352	26	119	1,004	3,023	4	Launched 2d Aug. 1862.
Enchantress -	5	835	250	250	Pembroke	-	7,436	5,076	377	1,770	14,079	15,867	5	
Enterprise (Armour-plated Sloop).	6	990	160	160	Deptford	-	13,200	5,407	559	2,568	21,734	29,734	6	
Helicon -	7	835	250	250	Portsmouth	-	819	377	37	171	1,404	1,404	7	
Jasour -	8	421	80	80	Deptford	-	965	1,427	73	335	2,800	3,910	8	Launched 15th May 1862.
Psyche -	9	835	250	250	Pembroke	-	305	328	32	134	819	1,956	9	Launched 29th March 1862.
Rattler -	10	952	200	200	Deptford	-	670	75	22	105	872	1,927	10	Launched 18th March 1862.
Salamis -	11	835	250	250	Chatham	-	9,104	5,953	457	2,079	17,593	24,643	11	
Shearwater -	12	669	150	150	Pembroke	-	575	4	17	79	675	2,769	12	Launched 17th October 1861.
					Commenced Conversion									
Caledonia (Armour-plated Ship).	13	4,125	1,000	1,000	Woolwich	-	57,191	20,141	2,320	10,935	90,587	117,887	13	Launched 24th October 1862.
Favorite (Armour-plated Corvette).	14	2,186	400	400	Deptford	-	6,285	4,060	310	1,425	12,080	33,830	14	* Charged in 1861-62 to "North Star," but since appropriated to "Favorite."
Ocean (Armour-plated Ship)	15	4,047	1,000	1,000	Devonport	-	29,903	19,971	1,548	7,085	58,507	85,807	15	Launched 19th March 1863.
Prince Consort (Armour-plated Ship).	16	4,045	1,000	1,000	Pembroke	-	47,712	15,043	1,906	8,720	73,381	101,181	16	Launched 26th June 1862.
Research (Armour-plated Sloop).	17	1,253	200	200	Pembroke	-	4,676	1,774	256	1,174	7,880	11,480	17	
Royal Alfred (Armour-plated Ship).	18	4,045	800	800	Portsmouth	-	30,316	15,334	1,392	6,468	53,510	53,510	18	
Royal Oak (Armour-plated Ship).	19	4,056	800	800	Chatham	-	60,996	25,234	2,605	11,925	100,760	104,160	19	Launched 10th Sept. 1862.
Zealous (Armour-plated Ship)	20	3,716	800	800	Pembroke	-	32,473	10,964	1,955	6,215	51,007	56,857	20	
TOTAL - - £.	271	41,704	9,300			15,744	374,959	171,270	13,324	61,472	621,025	794,492		

Controller's Office.
12 May 1864.

Robert Spencer Robinson.

NAVY (SHIPS).

RETURN showing the Names of VESSELS PAID-OFF, and Cost of Repairs to them, during the Year 1862-3; the Names of VESSELS COMMISSIONED to replace those put out of Commission, and of all Expenditure incurred upon them, in 1862-3; the Names of all VESSELS in the RESERVE, and the Amount Expended on them, during the Year 1862-3; and, of Total Amount expended on NEW SHIPS BUILDING and CONVERTED SHIPS, 1862-3; &c.

(*Mr. Laird.*)

*Ordered, by The House of Commons, to be Printed,
3 June 1864.*

NAVY (SHIPS).

RETURN to an Order of the Honourable The House of Commons,
dated 26 May 1864;—for,

RETURNS “ of the Number of SHIPS COMMISSIONED in 1862–63, including Sailing Ships:”

“ Of Number of SHIPS PAID OFF in 1862–63, including Sailing Ships:”

“ Of Number of SHIPS COMMISSIONED in 1863–64, including Sailing Ships:”

“ Of Number of SHIPS PAID OFF in 1863–64, including Sailing Ships:”

“ Of Estimated Number of SHIPS which will be PAID OFF and replaced in COMMISSION by others during the Financial Year 1864–65:”

“ Of Estimated Expenditure of SHIP BUILDING in Wages during Financial Year 1864–65:”

“ Of Estimated Expenditure on SHIPS in COMMISSION during Financial Year 1864–65:”

“ And of Estimated Expenditure on SHIPS in RESERVE during Financial Year 1864–65, including Repairs, Fitting and Preparing for Service, &c.”

	NUMBER OF SHIPS.	GUNS.	HORSE POWER.	TONS.
1862–63 :				
Number of ships commissioned in 1862–63, including 13 sailing ships - - - - -	78	731	16,524	93,194
1862–63 :				
Number of ships paid off in 1862–63, including six sailing ships - - - - -	51	1,272	15,890	74,363
1863–64 :				
Number of ships commissioned in 1863–64, including five sailing ships - - - - -	49	1,036	15,352	83,094
1863–64 :				
Number of ships paid off in 1863–64, including two sailing ships - - - - -	40	799	12,120	48,841
1864–65 :				
Estimated number of ships which will be paid off and replaced in commission by others during the financial year 1864–65 - - - - -	65	1,097	16,924	75,060
1864–65 :				£.
Estimated expenditure on ship building in wages during the financial year 1864–65				264,421
Estimated expenditure on ships in commission during the financial year 1864–65				127,402
Estimated expenditure on ships in reserve during the financial year 1864–65, including repairs, fitting and preparing for service, &c. - - - - -				326,920

Controller's Office, 26 May 1864.

Robt. Spencer Robinson.

Admiralty, }
6 June 1864.

C. H. PENNELL,
Chief Clerk.

NAVY (SHIPS).

RETURNS of the Number of Ships COMMISSIONED in 1862-63 and 1863-64, including Sailing Ships ; of Number of Ships PAID-OFF in 1862-63 and 1863-64, including Sailing Ships ; of Estimated Number of Ships which will be PAID-OFF and Replaced in Commission by others during the Financial Year 1864-65 ; of Estimated Expenditure of Ship BUILDING in Wages during Financial Year 1864-65 ; &c.

(*Mr. Laird.*)

*Ordered, by The House of Commons, to be Printed,
7 June 1864.*

NAVY (SHIPS).

RETURN to an Order of the Honourable The House of Commons,
dated 18 February 1864 ;—for,

A RETURN “ showing the Number of STEAM SHIPS Afloat and Building, together with the Number of Effective SAILING SHIPS, on the 1st day of February 1864.”

Admiralty,
18 February 1864. }

C. H. PENNELL,
Chief Clerk.

RETURN showing the Number of STEAM SHIPS Afloat and Building, together with the Number of Effective SAILING SHIPS, on the 1st February 1864.

CLASSES OF SHIPS.	STEAM.			Effective Sailing Ships Afloat.	TOTAL Steam and Sailing.
	Afloat.	Building.	TOTAL.		
Armour-plated Ships, Iron, 3d rates - - - Screw	6	3	9	- -	9
Ditto - - - " 4th " - - - "	2	- -	2	- -	2
Ditto - - - Wood, 3d rates - - - "	4	3	7	- -	7
Ditto - - - " 4th " - - - "	- -	1	1	- -	1
Ditto - Cupola Ships, 4th rates - - - "	- -	1	2	- -	2
Ditto - Corvettes, Wood, 6th rates - - - "	- -	2	2	- -	2
Ditto - Sloops - - - " - - - "	1	1	2	- -	2
Ditto - Floating Batteries, Iron - - - "	3	- -	3	- -	3
Ditto - ditto - Wood - - - "	4	- -	4	- -	4
Ships of the Line - - - - - "	56	* 3	59	2	61
Frigates - - - - - "	37	* 6	43	12	69
	14	- -	14		
Block Ships - - - - - Screw	9	- -	9	- -	9
Corvettes, or 6th Rates - - - - - "	26	* 2	28	- -	28
Sloops - - - - - "	35	* 3	38	6	70
	26	- -	26		
Small Vessels - - - - - "	14	- -	14	- -	14
Despatch Vessels - - - - - "	3	1	4	- -	4
Gun Vessels - - - - - Screw	47	* 5	52	- -	52
Gun Boats - - - - - "	143	6	149	- -	149
Tenders, Tugs, &c. - - - - - "	7	- -	7	1	51
	43	- -	43		
Mortar Ships - - - - - Paddle	4	- -	4	- -	4
Troop and Store Ships - - - - - Screw	15	- -	15	- -	16
	1	- -	1		
Yachts - - - - - Paddle	1	- -	1	- -	6
	5	- -	5		
Mortar Vessels and Floats - - - - - "	- -	- -	- -	65	65
TOTAL SCREW - - - - -	400	37	437	—	—
TOTAL PADDLE - - - - -	106	1	107	—	—
GRAND TOTAL - - - - -	506	38	544	86	630

* The building of 3 line-of-battle ships, 3 frigates, 2 corvettes, 3 sloops, and 5 gun vessels, has been suspended ; and 2 other frigates now on the stocks are ordered to be taken down.

Controller's Office,
8 February 1864.

Rob. Spencer Robinson,
Controller of the Navy.

NAVY (SHIPS).

RETURN showing the Number of STEAM SHIPS
Afloat and Building, together with the Number
of Effective SAILING SHIPS, on the 1st February
1864.

(Lord Clarence Paget.)

*Ordered, by The House of Commons, to be Printed,
18 February 1864.*

NAVY (VESSELS NOT ARMOUR-PLATED).

RETURN to an Order of the Honourable The House of Commons,
dated 12 May 1864;—for,

A RETURN, “in Tabular form, of VESSELS NOT ARMOUR-PLATED Building during the Year 1864; probable Progress during the Year; when to be Launched; when Completed; and Amount expended up to the 31st day of March 1864; and, Estimated Amount up to the 31st day of March 1865, as followeth:—

Names.	Number of Guns.	Tonnage.	Load Displacement.	Horse Power.	Draught of Water aft.	Draught of Water forward.	Length between Perpendiculars.	Length of Keel for Tonnage.	Breadth Extreme, and Breadth for Tonnage.	Date when Launched, or probable time for Launching.	Estimated Cost, complete, up to 31st March 1864.	Estimated Expenditure, 1st April 1864 to 31st March 1865.	Hull, whether of Wood or Iron.

Admiralty, }
13 May 1864. }

C. H. PENNELL,
Chief Clerk.

RETURN of SHIPS NOT ARMOUR-PLATED Building during the Year 1864.

NAMES.	Guns.	Tons.	Load Displace- ment.	Horse Power.	Draught of Water.		Length.		Breadth.		Probable Time of Launching.	Hull, Wood or Iron.	Estimated Cost of Hull up to 31st March 1864.	Estimated Expenditure on Hull, from 1st April 1864 to 31st March 1865.	REMARKS.	
					Forward.	Aft.	Between Perpendi- culars.	Of Keel for Tonnage.	Ex- treme.	For Tonnage						
			Tons.		Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Ft. in.			£.	£.		
Endymion -	22	2,478	3,360	500	20 0	21 6	240 0	207 11½	47 10	47 4	Mar. 1865	Wood	18,889	49,867	} (a)	
Tank Vessel -	-	110	165	-	8 0	8 6	63 0	48 3½	21 0	20 8	Oct. 1864	ditto	Not begun	2,750		
Helicon -	1	835	934	250	10 0	10 0	220 0	200 1½	28 2	28 0	Mar. 1865	ditto	8,344	20,088		
Cherub -	2	268	304	60	7 8	7 8	120 0	105 7½	22 0	21 10	ditto -	ditto	2,636	5,120		
Minstrel -	2	268	304	60	7 8	7 8	120 0	105 7½	22 0	21 10	ditto -	ditto	2,505	5,120		
Amazon -	4	1,081	1,480	300	13 6	16 6	187 0	158 3¼	36 0	35 0	ditto -	ditto	Not begun	24,322	(b)	
													£.	32,374	107,267	

(a) Includes the fittings, which will probably be done while building.

(b) Equal to $\frac{2}{3}$ of estimated cost of building and fitting the hull for sea, viz., 32,430 £, as she is ordered by programme to be $\frac{2}{3}$ advanced.

Controller's Office, }
12 May 1864. }

Rob. Spencer Robinson.

NAVY (VESSELS NOT ARMOUR-PLATED).

RETURN of VESSELS NOT ARMOUR-PLATED
Building during the Year 1864; probable Pro-
gress during the Year; when to be Launched;
when Completed; and Amount expended up
to 31 March 1864; and Estimated Amount up
to 31 March 1865.

(*Mr. Laird.*)

*Ordered, by The House of Commons, to be Printed,
19 May 1864.*

RETURN to an Order of the Honourable The House of Commons,
dated 8 February 1864;—for,

COPIES “ of a LETTER from the Admiralty, addressed to Admiral *Kuper*,
dated the 23d day of July 1863, respecting the Death of Lieutenant *Tinling*,
of Her Majesty’s Ship ‘ Encounter;’ ”

“ And, of the REPLY of Captain *Dew*, of Her Majesty’s Ship ‘ Encounter,’
addressed to Admiral *Kuper*, dated the 25th day of September 1863.”

Admiralty, }
15 February 1864. }

C. H. PENNELL,
Chief Clerk.

(No. 339.)

The Secretary of the Admiralty to Vice-Admiral *Kuper*, C.B., Hong Kong.

Sir,

Admiralty, 23 July 1864.

WITH reference to your letter of the 14th April (No. 113), I am commanded by my Lords Commissioners of the Admiralty to signify their direction to you to call upon Captain *Dew*, of the “ Encounter,” to state whether he ordered the late Lieutenant *Tinling* to proceed to the siege of Showshing; whether, at the time of Lieutenant *Tinling*’s death, that officer was acting under orders, or whether the Lieutenant was acting solely as a volunteer.

I am, &c.
(signed) C. Paget.

Captain *Dew* to Vice-Admiral *Augustus J. Kuper*, C.B., Commander in Chief.

(Circumstances attending the Death of Acting Lieutenant *Tinling*.)

H. M. S. “ Encounter,” Yokohama,
25 September 1863.

Sir,

IN reply to your memorandum of this date, referring to my letter of the 13th April last, wherein I acquainted you under what circumstances Acting Lieutenant *Tinling* met his death from a wound received at Showshing, and wherein you call on me to report, for the information of the Lords Commissioners of the Admiralty, whether that officer was ordered by me to proceed to the siege of Showshing, and whether at the time he was acting under my orders or merely as a volunteer:

I have to inform you that that much-lamented officer did not proceed to Showshing by my orders, or on duty, but accompanied me at his own urgent request on that as on a previous occasion, when I deemed it necessary for the safety of Ningpo to pass beyond the 30 miles radius—not for the purpose of engaging in hostilities with the Taepings, but rather by my presence and advice to ward off disaster from the Imperial forces. All the officers who accompanied me on these occasions perfectly understood their own and my position, and considered themselves on leave. I repeatedly warned them against exposure to fire, especially on the eve of the assault on Showshing, when I particularly cautioned Lieutenant *Tinling*, knowing his fearless nature, and told him and them to bear

in mind that I held myself personally responsible for their safety. I feel confident, moreover, that Lieutenant Tinling's last days would have been much embittered could he have foreseen the steps his family have thought right to take regarding his death.

I now most respectfully lay before you, Sir, and, if you think right, for the information of their Lordships, a short statement as to my peculiar position at Ningpo, and the grave responsibilities I was continually called on to undertake for the safety of that city, and others within the 30 miles radius. I had instructions from Sir James Hope to carry out the policy of Her Majesty's Government, and clear the 30 miles; and this was most happily effected with a trifling loss, against overwhelming odds, by a small squadron under my orders, assisted by Chinese troops, drilled by ourselves and the French. So highly did Sir James Hope appreciate this service—effected, as he was pleased to state, not, as at Shanghai, with a large field-force and guns, but simply with our own resources—that he forwarded me no less than five public letters of thanks, to be read on the quarterdeck to the ship's companies.

I may now mention my reasons for proceeding to Showshing, so that you and their Lordships may understand why I passed the 30 miles boundary, and incurred your own and their censure: and I trust that when that explanation has been given, some latitude may be allowed me for transgressing my orders; and if I erred in judgment, it will be seen my motives for so doing had at least the public service entirely at heart.

Showshing is the key of Ningpo and the province of Che-Kiang; and so long as it was held by the Taepings, who continually threatened Ningpo from it, it would be necessary to keep a large naval force for the protection of the latter city. I had received a communication from you, Sir, to the effect that you were anxious, if the safety of Ningpo would admit of it, that I should join your flag in Japan, with a gunboat: the fall of Showshing alone would enable me to leave Ningpo, so I went to the front, not at first intending to be present at the attack, but merely to urge on the French commander the necessity of making one. General Taidif requested me to remain, as in the event of an accident to himself he feared his force would disperse. His worst fears were realised. He fell early on the day of the assault; his officers and men became dispirited, and my presence alone saved a great disaster; *malgré moi*, I had to take the direction of the siege, till Admiral James sent up competent officers to relieve me, and in a fortnight so hard were the besieged pressed that they evacuated the city, and one of the first provinces in China regained to the Imperial Government, and I was enabled to leave Ningpo with a gunboat alone for its protection. Since that time prosperity has returned to Ningpo and its neighbourhood, and it will be a lasting satisfaction to myself and those under my command, to know that through our efforts those ruthless plunderers the Taepings were driven away from their work of spoliation, rapine, and murder.

Trusting that you, Sir, and their Lordships will give me, at least, credit for disinterestedness in my conduct at Ningpo,

I have, &c.
(signed) R. Dew, Captain.

LIEUTENANT TINLING.

COPIES of a Letter from the Admiralty, addressed to Admiral *Kuper*, dated 28 July 1863, respecting the Death of Lieutenant *Tinling*, of Her Majesty's Ship "Encounter;" and, of the Reply of Captain *Dew*, of Her Majesty's Ship "Encounter," addressed to Admiral *Kuper*, dated 25 September 1863.

(*Colonel Sykes.*)

*Ordered, by The House of Commons, to be Printed,
16 February 1864.*
